

# CHAMPAGNE

MOET & CHANDON'S  
DRY IMPERIAL... 1 Doz. Quarts \$55  
As supplied to... 2 Doz. Pints \$62  
H.M. KING EDWARD VII.  
SOLE AGENTS—  
H. PRICE & CO.,  
12, Queen's Road.

# Hongkong Daily Press.

ESTABLISHED 1857.

## CLUB WHISKY

THE BEST VALUE ON THE  
MARKET.  
Per Doz. ... \$15  
H. PRICE & CO.,  
12, Queen's Road.

No. 14,019 號玖十零千肆萬壹第 日玖拾貳月正年亥十二緒光 HONGKONG, FRIDAY, FEBRUARY 27TH, 1903 伍拜禮 號柒十貳月式年叁零百九千壹英港香 PRICE, \$3 PER MONTH.

## RAINIER BEER

"THE FINEST BEER BREWED  
IN AMERICA."

PER CASE 6 DOZEN PINTS } \$18.00  
" 4 " QUARTS }

## A. S. WATSON & CO.

LIMITED,  
WINE AND SPIRIT MERCHANTS.  
ESTABLISHED 1841.  
SOLE IMPORTERS. [a1545]

## CUTLER, PALMER & CO.'S

Price \$11.75 PER DOZEN  
NET

"SPECIAL BLEND" WHISKY  
Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies  
Apply to  
SIEMSEN & CO., Hongkong. [a156]

## HONGKONG HIGH-LEVEL TRAM- WAYS COMPANY, LIMITED.

TIME TABLE.  
WEEK DAYS.  
7.30 a.m. to 8.00 a.m. ... Every 10 minutes.  
8.00 a.m. to 8.30 a.m. ... Every 10 minutes.  
8.30 a.m. to 9.00 a.m. ... Every 10 minutes.  
9.00 a.m. to 9.30 a.m. ... Every 10 minutes.  
9.30 a.m. to 10.00 a.m. ... Every 10 minutes.  
10.00 a.m. to 10.30 a.m. ... Every 10 minutes.  
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.  
11.00 a.m. to 11.30 a.m. ... Every 10 minutes.  
11.30 a.m. to 12.00 p.m. ... Every 10 minutes.  
12.00 p.m. to 1.00 p.m. ... Every 10 minutes.  
1.00 p.m. to 1.30 p.m. ... Every 10 minutes.  
1.30 p.m. to 2.00 p.m. ... Every 10 minutes.  
2.00 p.m. to 2.30 p.m. ... Every 10 minutes.  
2.30 p.m. to 3.00 p.m. ... Every 10 minutes.  
3.00 p.m. to 3.30 p.m. ... Every 10 minutes.  
3.30 p.m. to 4.00 p.m. ... Every 10 minutes.  
4.00 p.m. to 4.30 p.m. ... Every 10 minutes.  
4.30 p.m. to 5.00 p.m. ... Every 10 minutes.  
5.00 p.m. to 5.30 p.m. ... Every 10 minutes.  
5.30 p.m. to 6.00 p.m. ... Every 10 minutes.  
6.00 p.m. to 6.30 p.m. ... Every 10 minutes.  
6.30 p.m. to 7.00 p.m. ... Every 10 minutes.  
7.00 p.m. to 7.30 p.m. ... Every 10 minutes.  
NIGHT CARS.  
8.45 p.m. & 9 p.m., 9.45 to 11.15 p.m., very 1 hour.  
SUNDAYS.  
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.  
8.30 a.m. to 9.00 a.m. ... Every 15 minutes.  
9.00 a.m. to 9.30 a.m. ... Every 15 minutes.  
9.30 a.m. to 10.00 a.m. ... Every 15 minutes.  
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10.30 a.m. to 11.00 a.m. ... Every 15 minutes.  
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11.30 a.m. to 12.00 p.m. ... Every 15 minutes.  
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1.00 p.m. to 1.30 p.m. ... Every 15 minutes.  
1.30 p.m. to 2.00 p.m. ... Every 15 minutes.  
2.00 p.m. to 2.30 p.m. ... Every 15 minutes.  
2.30 p.m. to 3.00 p.m. ... Every 15 minutes.  
3.00 p.m. to 3.30 p.m. ... Every 15 minutes.  
3.30 p.m. to 4.00 p.m. ... Every 15 minutes.  
4.00 p.m. to 4.30 p.m. ... Every 15 minutes.  
4.30 p.m. to 5.00 p.m. ... Every 15 minutes.  
5.00 p.m. to 5.30 p.m. ... Every 15 minutes.  
5.30 p.m. to 6.00 p.m. ... Every 15 minutes.  
6.00 p.m. to 6.30 p.m. ... Every 15 minutes.  
6.30 p.m. to 7.00 p.m. ... Every 15 minutes.  
7.00 p.m. to 7.30 p.m. ... Every 15 minutes.  
NIGHT CARS on Week Days  
Extra cars at 11.30 p.m. and 11.45 p.m.  
SPECIAL CARS by arrangement at the Com-  
pany's Office, 38 & 40, Queen's Road Central.  
JOHN HUMPHREYS & SON,  
General Managers.  
Hongkong, 1st October, 1902. [a2612]

## VICTORIA CYCLE EMPORIUM.

THE pleasure of cycling consists in having  
a First-class Machine, and the above  
Establishment is always leading in this respect.  
We are Agents for the famous "NEW  
HOWE" and "MONOPOLE" CYCLES,  
and we also supply fittings of every description.  
Repairs can be had in Second-hand Machines.  
Repairs executed with promptitude and skill.  
Enamelling a Speciality.  
MCKIRDY & CO.,  
43 & 45A, QUEEN'S ROAD EAST.  
Hongkong, 4th April, 1901. [a2584]

## MACLAREN'S IMPERIAL CANADIAN CHEESE,

IN JARS (MEDIUM AND SMALL).  
Wholesale and Retail from  
LANE, CRAWFORD & CO.,  
SOLE AGENTS.  
Hongkong, 22nd October, 1902. [a250]

## GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.  
In Casks of 375 lbs. net 16 per Cask ex Factory.  
In Bags of 250 lbs. net 13.75 per bag ex Factory.  
SHEWAN, TOMES & CO.,  
General Managers.  
Ho gong, 3rd December, 1902. [a3231]

## CARMICHAEL & CLARKE,

CONSULTING ENGINEERS,  
SURVEYORS AND CONTRACTORS,  
QUEEN'S BUILDINGS.

TELEGRAMS: "CARMICHAEL," HONGKONG.  
A B C Code, 4th Edition  
A 1 Code.  
Lisbon's Standard Code.

TELEPHONE, 232.  
Hongkong, 16th February, 1903. [a353]

## W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

A Soldier's Love Story: a Romance of  
Hongkong, by Giles Whistley (Mrs.  
R. F. Johnson) ... \$1.00  
British Journal Photographic Almanack  
1903 ... 0.90  
Cassell's Illustrated History of the Boer  
War ... 6.50  
The Memoirs of Paul Kruger ... 10.50  
Weddings and Weddings in Many Climes,  
by L. J. Miln ... 5.00  
International Code of Signals ... 16.00  
Practical Seamanship, by Todd and Whall ... 17.50  
Wrinkles in Practical Navigation, by  
Lecky ... 18.50  
Dues and Charges on Shipping in  
Foreign Ports ... 20.00  
Refrigeration, Cold Storage and Ice  
Making ... 13.50

NEW STOCK PHOTO ALBUMS.  
Pearson's Magazine; Vol 14, July to Dec.  
1902 ... \$5.00  
Clowe's New Naval Pocket-Book ... 4.25  
Infantry Training 1902 ... 0.90  
Signalling, Through Space ... 4.00  
Highway of Fate, by R. N. Carey  
Cecilia, by Marion Crawford ... \$1.75  
Flower of the Corn, by S. B. Crockett  
The World of it, by M. P. Shiel ... \$1.75  
Natives of Milton, by R. M. Gilchrist  
The Plague of the Heart, by Francis  
Proctor  
Belshazzar, by W. S. Davis ... 4.00

SANDOW'S GRIP DUMBBELLS. [a33]

## CALDBECK, MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS.



## ALE AND STOUT IMPORTERS

TEMPORARY OFFICES: 16, QUEEN'S ROAD  
(AT THE FOOT OF ZETLAND STREET).  
Hongkong, 13th February, 1903. [a35]

## THE CHOICEST AND BEST VARIETIES OF CONFECTIONERY

PARIS, LONDON, BOSTON, NEW YORK.

## G. GIRAULT,

6, QUEEN'S ROAD. [a40]

## REMINGTON TYPEWRITERS

WITH ALL REQUISITES.  
SIEMSEN & CO.  
SOLE AGENTS. [a7a]

## CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC,  
\$25 PER DOZ.  
Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$13.50 per doz.

IMPERIAL BRANDY  
\$12.50 PER CASE.

THE ELITE OF WHISKY—  
THE "PALL MALL,"  
\$22 PER DOZ.

11 Years old; the finest quality shipped.  
Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL  
BLEND WHISKY,  
\$11.75 PER DOZ.  
Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS

C.P. & Co.'s INVALIDS' PORT  
\$22 PER DOZ.  
This fine Wine is old, soft, and of grand flavour  
See analysis and certificate by Professor Cassal.

DOURO PORT,  
\$15.75 PER DOZ.  
A fine, full, and fruity wine.

AMOROSO SHERRY,  
\$22 PER DOZ.

LA TORRE SHERRY,  
\$18.50 PER DOZ.  
A natural and most pleasant wine to the taste.

BENEDICTINE LIQUEUR—  
D.O.M.,  
\$43.75 PER DOZ. QUARTS.  
\$45.50 PER 2 DOZ. PINTS.

THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG. [a45]

## LANE, CRAWFORD & CO.

NEW STOCK OF ENGLISH SADDLERY.

PIGSKIN SADDLES FROM 6 TO 12 LBS.  
RACING SADDLES 3 LBS. POLO SADDLES 7 LBS.  
NUMNAHS AND WEIGHT CLOTHS.

BRIDLES, GIRTHS, SPURS, BITS.  
STIRRUP IRONS AND LEATHERS  
RIDING WHIPS, &C.

LANE, CRAWFORD & CO. [a34]

## SOME OF THE BEST

THAT MONEY CAN BUY:

WATKINS' BALSAMIC COUGH LINCTUS.  
" EMULSION OF COD LIVER OIL.  
" CALLICURA.  
" ODONTALINE.  
" HAIR VITA.  
" SYRUP OF HYPOPHOSPHITE.  
&c., &c., &c.

## WATKINS, LD., HONGKONG.

## CHAMPAGNE "MONOPOLE."

HEIDSIECK & CO., REIMS.

PURVEYORS TO THE IMPERIAL COURT AT BERLIN.

CARLOWITZ & CO., Sole Agents.

## THE CHINA LIGHT & POWER CO., LD.

ELECTRIC LIGHT PLANTS NOW IN OPERATION IN CANTON AND  
KOWLOON.  
INCANDESCENT LAMPS, ARC LAMPS AND  
NERNST LAMPS SUPPLIED.  
ESTIMATES MADE FOR ALL KINDS OF ELECTRICAL WORK AND SUPPLIES.  
Apply to—  
THE MANAGER OF WORKS AT HUNGHOM;  
OR  
SHEWAN, TOMES & CO., General Managers. [a426]

## NERNST

NERNST ELECTRIC LIGHT.  
BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY!!  
AS CHEAP AS GAS!  
FOR PARTICULARS APPLY TO  
HONGKONG ELECTRIC CO. OR SIEMSEN & CO. [a70]

## PHOTO- PLATES, PAPERS GRAPHIC AND CHEMICALS

EASTMAN'S KODAKS, FILMS AND ACCESSORIES,  
DEVELOPING AND PRINTING UNDERTAKEN  
A. CHEE & Co., 17A, QUEEN'S ROAD, HONGKONG. [a98]

## COTTAM & CO.

GENTLEMEN'S COMPLETE OUTFITTER—  
DENTS WALKING AND DRIVING GLOVES,  
DRESSING GOWNS, TRAVELLING RUGS,  
WARM UNDERCLOTHING, &c., &c. [a36]

## C. W. CLARK.

EUROPEAN  
PHOTOGRAPHER

WILL SOON OPEN A  
FIRST-CLASS  
STUDIO.

Is now prepared to do all kinds of  
OUTDOOR PHOTOGRAPHIC  
WORK.

VIEWS, HOME PORTRAITS,  
INTERIORS, EXTERIORS, FOOTBALL  
and CRICKET TEAMS, &c.

Work guaranteed the best in the Colony.

Address: POST OFFICE BOX No. 142.  
Hongkong, 25th February, 1903. [a644]

ROYAL HONGKONG YACHT CLUB.

A GENERAL MEETING will be held on  
THURSDAY, 5th MARCH, at 6 p.m.,  
in the CRICKET CLUB PAVILION, to  
consider the question of Amalgamating with  
the Hongkong Boat Club.

M. W. SLADE,  
Hon. Secretary.  
Hongkong, 26th February, 1903. [a654]

NOTICE.

MILK SUPPLY DEPOT.  
20 & 22, COCHRANE STREET.

HAVING started the above Dairy, the  
undersigned solicits the patronage of  
the public.  
Orders sent to the above address will be  
promptly attended to.  
Price, 10 Cents per Imperial Pint.  
J. F. ROZARIO, Manager.  
Hongkong, 26th February, 1903. [a657]

NOTICE.

WILL the gentleman who took an  
ULSTER which did not belong to  
him from the King Edward VII Hotel  
after dinner on the 24th inst. be so good as to  
return the same to the Owner.

P. W. G.,  
Care of Daily Press Office.  
Hongkong, 26th February, 1903. [a658]

## HOTELS

### THOMAS' HOTEL.

NO. 2, QUEEN'S ROAD CENTRAL.

THIS Hotel, having changed hands, has  
been re-fitted after the style of a First  
Class European Hotel, with rooms on suite and  
single, furnished with every regard to perfect  
comfort and convenience. The Hotel is in very  
close proximity to the principal Banks and  
Shipping and Mercantile Offices.

MODERATE TARIFF.  
Hongkong, 20th December, 1902. [110]

AN OPPORTUNITY FOR AMERICAN  
AND EUROPEAN ENTERPRISE  
IN  
PROGRESSIVE HONGKONG.

### THE QUEEN'S HOTEL,

situate at Kowloon, within a few minutes' walk  
of the principal landing stages of the  
SECOND SEAPORT IN THE WORLD,  
and on the Trunk Road of the Proposed  
HONGKONG-CANTON RAILWAY,  
is FOR LEASE on  
VERY EASY TERMS.

owing to Proprietor having to leave the Colony.

The Elite Establishment, patronised by the  
residents of Hongkong and Kowloon, and by  
the Shipping Community calling at this Far  
Eastern entrepot of trade.

An exceptionally large and showy building,  
capable of extension, with large piece of vacant  
land adjoining.

Bounded by main roads leading to the Docks  
and Warehouses.

The Establishment has been conducted as a  
First-Class Hotel and is a profitable investment.  
Is capable of still larger returns if management  
is taken over by person devoting exclusive  
attention to the business.

Inspection of Books allowed to any one  
making bona fide Offers for Lease, &c.  
For Full Particulars, apply to—  
H. BUTTONEE,  
D'Aguilar Street, Hongkong.  
Hongkong, 26th February, 1903. [a651]

### HOTEL INTERNACIONAL.

THE MOST COMFORTABLE HOTEL  
in Macao. Beautifully situated in Praya  
Grande next to Government House.  
Telegraphic Address: "Internacional."  
Apply to—  
THE MANAGER.  
Hongkong, 4th October, 1902. [a1]

## HONGKONG HOTEL

A First Class Hotel in every respect.  
Elegantly Furnished Reading, Drawing  
Room, and Smoking Rooms.  
Private Bar and Billiard Rooms for Hotel  
residents.  
Dining Accommodation for 300 persons.  
Private Dining Rooms.  
Special Dining Room for large parties.  
Ladies' Afternoon Tea Rooms with European  
Matron in attendance.  
Ladies' Cloak Room.  
Ping-Pong Room.  
Hydraulic Elevators to every floor.  
Electric Lighting.  
Electric Fans (if required).  
Hot and Cold Water throughout.  
Wines and Groceries specially imported by  
the Hotel.  
Wines cooled by Hotel refrigerating  
machinery.  
Hotel Linen washed on the premises by  
machinery.  
Bedroom Accommodation—131 rooms.  
Fire Extinguishing Mains and Emergency  
Exit on every floor.

CHARGES MODERATE.

H. HAYNES,  
Manager.

## THE PEAK HOTEL.

Admirably Situated. Sheltered from the  
North-East Monsoon and Open to the South-  
West Monsoon.

A COVERED GANGWAY LEADS  
FROM THE TRAMWAY TERMINUS  
INTO THE HOTEL.

Telephone No. 29.  
Town Office: 7, DUNDRELL STREET. [a989]

## KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.  
Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard-Rooms.  
Rooms specially reserved for Captains of the  
Mercantile Marine.

Hot and Cold Water throughout.  
Electrically Lighted.  
Electric Passenger Elevator to each floor.  
Table D'Hote at separate tables.  
For Terms, &c., apply to the—  
MANAGER.

Hongkong, 24th October, 1902. [a343]

## HOTEL CRAIGIEBURN.

BLUNKET'S GAF, The PEAK, near the  
Tram Terminus.  
Tel. 58.  
For Terms, apply to the  
MANAGER.  
Hongkong, 2nd July, 1900. [a40]

## CONNAUGHT HOUSE.

A FIRST CLASS HOTEL Situated near  
the Banks and Principal Offices.  
Excellent Cuisine and Wines.  
Large and lofty Rooms, Elegantly Furnished  
Hydraulic Elevator, hot and cold water  
throughout.  
Special Rates for Tourists.  
Lunch Service for Guests.  
For Terms, apply to the  
MANAGER.

Hongkong, 31st October, 1902. [a49]

## HING KEE HOTEL.

(ESTABLISHED 1873)  
MACAO.

THIS First-class and well-famed establish-  
ment is pleasantly situated in the centre  
of PRAYA GRANDE, facing south, with a  
charming view of the sea on the front. Com-  
fortable and well furnished Bed-rooms.  
Cuisine Excellent. Prompt Attendance.  
Terms very Moderate.  
L. HING KEE, Proprietor.  
Telegraphic address "HINGKEE" [a184]

## "BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH  
CHINA)  
MACAO

HAS been re-opened under European  
management and most strict supervision  
as to food, cleanliness, and hygiene of the place.  
All comforts of a home.  
A most pleasant retreat for those desirous of  
a few days rest and quiet.

Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
colony of Macao.

Macao is 40 miles south-west of Hongkong.  
One steamer (ss. *Hongshan*), daily to and  
from Hongkong, and two steamers to and from  
Canton, give easy communication with both  
these centres.  
Cable Address—"BOA VISTA."  
For Terms, apply to  
THE MANAGER. [a254]

## VICTORIA HOTEL,

SHAMEN, CANTON.  
BRITISH CONCESSION.

GOD Accommodation.  
Excellent Cuisine.  
Every Convenience for Tourists.  
T. F. DA CRUZ, Manager.  
Canton, 1st October, 1901. [a13]



## ADVERTISEMENT

**A. S. WATSON & CO.,**  
LIMITED.

ESTABLISHED A.D. 1841.

## WINE &amp; SPIRIT MERCHANTS

## WHISKY.

**WATSON'S CELEBRATED**  
**E BLEND**  
VERY OLD LIQUEUR  
SCOTCH WHISKY.

## CHAMPAGNE.

**JULES MUMM & CO.**

As supplied to Royal and Imperial  
Houses of Europe.

## BRANDY.

Pure COGNAC of the finest quality

## SHERRY, PORT, CLARET.

Choice Wines of superior quality,  
specially selected.

## BURGUNDY.

Sparkling and still.

AUSTRALIAN CLARETS AND  
HOCKS.

## AERATED WATERS.

Absolute purity guaranteed.

CIGARS, CIGARETTES,  
CONFECTIONERY,  
&c., &c., &c.

**A. S. WATSON & CO.**  
LIMITED,

THE HONGKONG DISPENSARY.

[31]

**NOTICE TO CORRESPONDENTS.**  
Only communications relating to the columns  
of the paper should be addressed to the Editor.  
Correspondents must forward their names and ad-  
dress with communications addressed to the Editor  
not for publication, but as evidence of good faith.  
All letters for publication should be written on  
one side of the paper only.  
No anonymously signed communications that have  
already appeared in other papers will be inserted.  
Orders for extra copies of DAILY PRESS should be  
sent before 11 a.m. on day of publication. After that  
time the supply is limited. Only supplied for Cash.  
Telegraphic Address: PRESS. Codes: A.B.C. 5th Ed.  
Liber's.  
P.O. Box, 33. Telephone No. 12

## DEATH.

On the 24th February, at No. 5, Chancery Lane,  
Hongkong, JUDITH MARIE RODRIGUES, the beloved  
wife of L. F. DA COSTA VIEIRA RIBEIRO. Deeply  
regretted. Lisbon papers, please copy. 608

## The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD, C.I.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 27th February, 1903.

In a new quarterly magazine entitled *The East and the West*, issued by the Society for the Propagation of the Gospel, appears an interesting article by Dr. A. W. D. the Bishop of South Tokyo, on "Some Weak Points in the Japanese Character." It consists mainly in an attempt to explain the low state of commercial morality which admittedly prevails in Japan. "If we were called upon to do business with the 'Chinese,' the Bishop says, 'we should place complete reliance in them; but if with the Japanese we should watch them most carefully at every turn.' Dr. A. W. D., in the first place, accounts for the difference by saying that in China the merchant is respected and self-respecting, while in Japan all the best elements of the national culture and ideals are associated with the military class, and trade and the handling of money are accounted degrading. This in itself would be a very inadequate explanation. Mr. CLEMENT F. R. ALLEN, formerly H.B.M.'s Consul at Poochow, who contributes an article in the same number of the magazine on "China's Needs" incidentally expresses the opinion that Chinese commercial morality is explained by the fact that they have learnt the lesson that honesty is the best policy, and he adds that it is at least doubtful whether they are actuated by any higher motive. While Mr. ALLEN justly says of the Chinese that they will keep to the terms of a time bargain, and that a merchant will account for every penny entrusted to him, Dr. A. W. D. tells his readers

"that the Japanese fail miserably in the matter of keeping their word in contracts." Why the difference? The Bishop does not attempt to furnish any further information on this point than that we have quoted above, but he discusses at some length the historical causes of the "defect in the Japanese code which we call commercial immorality," and comes to the conclusion that it is "negative rather than positive, non-moral rather than immoral, a deficiency rather than a substantive point in their character." There is a great deal to be said for the Bishop's view of the subject, but it is safe to say that it will not be entirely endorsed by the foreign merchants in Japan who suffer by reason of the "defect" which they prefer to regard as immoral rather than non-moral. The arguments used are not wholly free from inconsistency. When on the abolition of Feudalism in Japan forty years ago the military, "which was the most cultured and honourable class" were paid off and advised to use their money to good account, they soon lost their money and took to the army, the police, public offices of various kinds even jinricksha-driving, but not to trade, says the Bishop, "and trade was left chiefly to those who did not belong to the honourable class, for with few exceptions they only could succeed in it." Two inferences may be drawn from this statement, viz., either that this class was a dishonourable class in the usual acceptance of the term, or else that they only could succeed because they were already experienced in commercial dealings. It is probably the latter view which the Bishop wishes to convey, as he writes not without admiration of the "mutual consideration which was never absent from their contracts" before "international commerce came to demoralise their dealings"—demoralise them, that is, by the elimination of the system of mutual consideration which, according to the Bishop, is impossible in large and complicated engagements, and doubly impracticable in international commerce.

Be that as it may, after forty years of international trading, one would suppose that the Japanese people would have generally recognised the immorality of the breaking of contracts and have saved themselves from the reproach that such articles as the Bishop's must necessarily cast upon them. We question whether any of the Japanese Chambers of Commerce would offer a similar defence of the evils, which the leading men in the Japanese commercial world fully recognise and, to their credit be it said, are striving to correct.

Two German gunboats arrived from Canton yesterday—the *Ilis* and *Tiger*.

During the 24 hours ended at noon yesterday the 25th case of plague for 1903 occurred, a dead Chinese being found at Glenalee.

We are asked to call attention to the alteration in time of Mr. Geo. P. Lammert's auction sale of fine art curios, etc., to-morrow, at 11 a.m.

The Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

"Bay View" ... .. \$10  
"Duty" ... .. 5

The Government Assessor, Mr. Arthur Chapman, requests that intending subscribers to the new street index send in their orders to him at once so that the printing may be proceeded with. The publication consists of an index of streets, house numbers and lots in Victoria, including Kennedy Town, the Hill District, Kowloon Point, Yau-mai, Hang-hom, Mong-ko-tsui, and Tai-ko-tsui, etc.

By permission of Major Radcliff and Officers of the band of the 33rd Burma Infantry will play the following programme of music in King Edward Hotel to-day, during dinner, from 7.30 to 9.30 p.m.:—

March..... "Second to None," ..... Ord Hume  
Overture..... "Zampa," ..... Herold  
Selection..... "Paddy Dan," ..... Slaughter  
Dance..... "Hungarian," ..... Moller  
Selection..... "Stephen Adams' Song," ..... Handley  
Waltz..... "Valse des Fleurs," ..... Tschakowsky

Extra.  
Military Tattoo "La Reine Militaire," Wely  
"God Save the King."

The Superintendent of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the Building Fund of the Nethersole Maternity Hospital:—

A. Ramjahn	...	\$500
C. Evans	...	100
Francisco Tse Yat	...	100
Leong Pih Shan	...	100
U Yuk Chi	...	100
Leung Yau Po	...	100
Yung Yik Ting	...	100
Ho Fook	...	100
Chow Dart Tong	...	100
Mok Cho Chun	...	100
An Chai Man	...	50
S. W. Tso	...	50
Tse Wing Chiu	...	50
Tse Wing Yan	...	50
Yeung Siu Hin	...	50
Wong Fa Nung	...	50
Chiu Yik Shang	...	50
Wong Tin Ying	...	50
Tsui Chung Li	...	50
Kwok Sang Lai Tong	...	50
Mok Teuk Lim	...	25
I On Fire and Marine Insurance Co.	...	25

According to the San Francisco papers, the *Gaelic* brought back thirty-eight Chinese who unsuccessfully tried to enter the United States by the border route, and were ordered to be deported.

Mr. C. J. Rivett-Carnac, the Financial Adviser to the Siamese Government, has sailed for England on six months' leave of absence. The *Siam Free Press* understands that Mr. Rivett-Carnac has some important state missions to fulfil, including the raising of a foreign loan and other business of moment. During Mr. Rivett-Carnac's absence Mr. W. J. F. Williamson, Director of the Paper Currency Department, will take up the duties of the Financial Adviser.

A correspondent writing to the *N.C. Daily News* says:—In a private discussion lately the question arose as to the effect produced in China as a whole by the decline during recent years in the gold price of silver, one disputant expressing the opinion that except in the neighbourhood of the ports and places in direct trade with foreigners, prices of the staple native commodities had been little affected, and that in the heart of the country, away from contact with foreign markets, prices were practically the same as they were 20 years ago.

A Peking despatch states that it is reported that Prince Su has obtained the consent of the Throne to establish a sort of Mixed Court in the Tartar City, where the Manchus of the Blue Banner Corps have their allotted residence. It is intended, as the *N.C. Daily News*, to hold judicial sittings in the new Mixed Court to try petty cases such as are conducted in the Mixed Court in Shanghai. For this purpose Prince Su is selecting officers of the fifth rank, or higher, who can speak foreign languages, thereby enabling them to converse personally with the foreign assessors who will be appointed to try foreign-Chinese petty cases with them.

The *Shanghai Mercury* says:—Shareholders in the Dock Company will be glad to learn that in addition to the ordinary winter overhaul of steamers belonging to local shipping firms, and the order lately secured for five cruisers for the U.S. Government of the Philippines, they have since obtained orders for one screw and three paddle-wheel tow-boats, 18 cargo-lighters, of from one hundred to six hundred tons each, a steam garbage-boat, several steam-launches, and new boilers both for ocean and land purposes. The U.S. transport *Burnside* is also having extensive repairs and alterations effected, and the Spanish steamer *Vizcaya*, daily expected, is also to receive a thorough overhaul, which will occupy the Company several weeks.

The Governor of Odessa, Count Shuvaloff, was last month summoned to St. Petersburg and personally thanked by the Tsar for "his exemplary activity in combating the spread of the plague in Odessa" during last summer and autumn. The Imperial recognition of the herculean efforts of Count Shuvaloff in the cause of the public safety, not only of Odessa, but, through Odessa, of Russia as a whole, is a source of great gratification here, says the *Times* correspondent. For several months last year a feeling of the greatest apprehension prevailed throughout South Russia at the prospect of a serious spread of the scourge, and it is agreed here on all hands that had the authorities under Count Shuvaloff not grappled with the danger with the promptitude and vigour they did, a repetition of former disastrous epidemics in Russia would have been almost inevitable.

Unusual interest was aroused in railroad circles in the United States last month by the sale of additional Oregon Short Line debenture and participating bonds to the value of ten million dollars. The proceeds are to be devoted to the construction of an extension, which will link Los Angeles with a branch of the Oregon Short Line. When this is completed, remarks the *Call*, the great Union Pacific system, which terminates at Ogden, will branch out in three distinct arteries—one to the north, ending at Portland, the second straightaway west to the Pacific, with its Golden Gate terminus, and the third southward to the fruitful district of Los Angeles. The three termini on the Pacific Coast are connected by coastwise lines of the Southern Pacific. The new branch contemplated and which undoubtedly will now be built will give a short line to traffic emanating from the Los Angeles district to Ogden and from that point on east to Chicago and New York. It is suggested in some quarters that Senator Clark's new road, the San Pedro, Los Angeles and Salt Lake, may make connections with the projected new road.

Referring to the death of Mr. J. Chambers M.I.C.E., of Shanghai, announced in our yesterday's issue, the *N.C. Daily News* says:—Mr. Chambers, who was born in Ireland, began his career as a civil engineer, we believe, in India, and was subsequently in the service of the Japanese Government. He subsequently joined the Lighthouse Department of the Imperial Maritime Customs, his immediate chief being Mr. D. Marr Henderson, and it was a disagreement with that gentleman which led to his resigning the Customs service, and establishing himself in Shanghai as an architect and civil engineer. Sir Robert Hart always retained a very high opinion of Mr. Chambers, whose abilities, strict integrity, and independence were unquestioned, and he will be especially remembered as the architect of the present Custom-house, among several other prominent buildings here. Mr. Chambers' health had given much anxiety to his many friends for some time, but the end was unexpected when it came at 6 a.m. on the 20th inst. He was married to a Japanese lady who survives him, and much sympathy is felt with her and her young children in their loss.

## TELEGRAMS.

## "DAILY PRESS" SERVICE.

## GENERAL NEWS.

[FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 25th February, 2.50 p.m.

THE ARMY DEBATE IN  
PARLIAMENT.

The *Times* declares that notwithstanding the majority obtained by the Government in the Army debates has been the largest during the session, the weight of the argument has been distinctly against the Government. Hence Mr. Balfour's allusion to the Government's decisions 'not being irreversible.'

The *Standard* gives prominence to a letter charging the *Times* with inconsistency, and comparing the article in its yesterday's issue with one published on the 11th March, 1901.

BARON HAYASHI AND FREE-  
MASONRY.

Baron Hayashi, the Japanese Minister in London, has been initiated into the Empire Lodge of Freemasons. His Excellency is the first Japanese initiated into the Lodge.

## UNITED STATES AND TRUSTS.

An important decision of the Supreme Court of the United States indicates that Congress already has the power to curb the Trusts.

## REUTERS SERVICE.

LONDON, 24th February.

MR. CHAMBERLAIN IN CAPE  
TOWN.

At a luncheon at the Chamber of Commerce Mr. Chamberlain in the course of a speech said that with the expansion of the Colonies the burden on the mother-country was more than she could bear alone. The Colonies had not borne their fair share; some of them, India included, had, but generally they must rise to a fuller appreciation of their duty in this respect. He appealed to the leaders of both sides to consider if Cape Colony was doing enough.

## PARLIAMENT.

Despite of the severity of yesterday evening's attack and the strong support it receives in many quarters, it is believed only about ten Unionists will vote against the Government to-night.

## RUSSIA.

The *Times* Moscow correspondent says that arrangements have been completed for 250,000 men to join the colours the moment they are called upon. Exceptional activity is manifest on the Russian head-quarter staff.

## POST OFFICE CHANGES.

Mr. L. A. M. Johnston, the new Postmaster of Hongkong, is expected to arrive here this evening by the P. and O. s.s. *Valetta*. Mr. E. Cornwall Lewis, who has filled the post of Acting Postmaster with much acceptance during his tenure of that office and has earned universal respect for his faithfulness to duty and general courtesy to the public, will sail by the next German mail for England on leave.

## HOCKEY.

An excellent game between these two teams was witnessed yesterday afternoon on the Club ground. The *Talbot*, mainly by some good play on the part of Pringle, scored two goals in the first half, and at half-time it appeared that they would win easily. The Club, however, rallied wonderfully, and, keeping Pringle well marked, scored 3 goals, thus winning by one goal. Wodehouse, the Club centre-forward, played a grand game and scored all the 3 goals himself. Solislet played a particularly useful half-back game, while Murphy at back and Parker in goal both showed up well, the latter saving some very hard shots. All the forwards played well. For the *Talbot*, besides Pringle, who was in fact the best man on the field, Scott and Bigg tried hard to avert defeat.

## LATEST STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of China* left Vancouver on the 24th inst., p.m. for this port. The N.Y.K. steamer *Kinkish Maru* (Bombay Line) left Shanghai for this port on the 25th inst., and is expected here on the 1st prox. The N.D.L. steamer *Freiburg*, from Hamburg, left Singapore on the 25th inst., a.m., and may be expected here on the 3rd prox. The Boston Tow Boat Co.'s steamer *Pleiades* left Yokohama for Victoria and Tacoma on the 24th inst.

## THE BROUGH COMPANY.

Last night the City Hall was crowded to its utmost capacity to witness the second performance of *Lady Huntworth's Experiment*. The amusing comedy went with a "go" from the rise to the fall of the curtain, and it is safe to predict that the last production of Carlton's play will this evening be largely attended. To-morrow will be staged

## "MRS. DANE'S DEFENCE."

"The play of the century" is how one London critic described *Mrs. Dane's Defence* when the work was originally done at Wyndham's Theatre, London. It is in Henry Arthur Jones's very best style. Throughout England, America and Australia the play has been enthusiastically received. With regard to Mr. Brough's performance of it in Australia, we cannot do better than quote the following from a Sydney contemporary, from which a "plot" of the piece can also be gathered:—"Mr. Brough has certainly produced nothing in the present season of so intensely dramatic a nature as *Mrs. Dane's Defence*. Mr. Henry Arthur Jones, that capable master of stage effect, has put into the play one of the most stirring scenes to be found in modern drama, the close of the third act. From first to last there is a deeply interesting story, a story which deals with a problem in our social life, but it culminates in the third act in an scene of thrilling situation. The story is that of a woman who, in her girlhood, had gone astray; her love affair was discovered, and the discovery was followed by a tragedy which made a sensation in Vienna. Afterwards she sought to live a pure life: she was sheltered to the home of some near relatives, who took her and her child. Later on she loved and was loved by a young lawyer, the adopted son of a famous judge, Sir Daniel Cartwright. This love became the beacon light of her life. She was recognised as the girl who was concerned in the Vienna tragedy, and the story spread, but she had friends who defended her, and the great lawyer was interested in saving her name. He believed the story which she manufactured; the man who had recognised her asserted that he was mistaken, and a private detective sent to Vienna to prove who she was adopted a story which would support the theory of mistaken identity. The Judge, in getting at her life's history, so that the gossip concerning her might be stopped, found her equivocating, then lying, and ally the light burst in upon him, and he became her of being the woman whom rumour had indicated. She admitted the fact, and told the sad story of her life. It was this scene which so thrilled the audience at His Majesty's Theatre, a scene full of power and incisiveness, and presented with great intensity by Mr. and Mrs. Brough. Then came the to-morrow of the admission; the drawing away from the heartbroken woman of the man whom she loved: the open assertion that a marriage between them was only to be contemplated as a disaster; the propounding of the theory—and by a shrewd analyst of human passions and human desires—that such unions were forbidden by the higher law, the law which masters us all. The close of the play is splendidly developed; it is artistic, to a degree, and in no particular does its pathos approach bathos; there is no suspicion of melodrama in it."

*Mrs. Dane's Defence* will be played for two nights only—making way on Tuesday next for *The Magistrate*, one of the best farcical comedies ever written.

## CHINESE STUDENTS ABROAD.

INTERESTING REPORT BY MINISTERS TO  
FOREIGN COUNTRIES.

The Wai Wu Fa recently addressed a memorial to the Throne concerning the contraction of evil habits by Chinese students who had been sent abroad to be educated on foreign lines. By Imperial command copies of the memorial were sent to the ministers at the court, of foreign countries with instructions to them to give their views on the subject. A conjoint report has now been received bearing the signatures of Lu Feng-loh, ex-Minister to Great Britain; Yin Chang, Minister to Germany; Yu Kung, Minister to France; Wu Ting-fang, Minister to America; Wu Wei-toh, Minister to Russia, and Chang Teli-yi, Minister to Great Britain. The *Shanghai Mercury* translates the document as follows:—Those students who have been sent abroad for a foreign education within recent years were sent by various provinces and under regulations drawn up separately by each province. The authorities who send such students out have seldom ascertained their past careers before doing so; and the majority of those who are appointed as guardians for the students cannot speak foreign languages and have no foreign education. So different views and no uniform methods of management can be maintained, with the deplorable result that very much money and time are wasted. After carefully considering the conditions in China and abroad, we have come to the conclusion that all the students who are to be sent abroad should have first received a thorough education in the Chinese literature and also have acquired a fair general knowledge of foreign studies; so that as soon as they have arrived in foreign countries they may be able to take special studies in the Universities. It is only such students, we are inclined to think, that can be expected to retain their Chinese education and, at the same time, acquire a good foreign education, and to be of great use to the country after their return from abroad. All students sent by our Government to foreign countries should be put under the care and control of our Ministers to the foreign Courts from the time of their arrival abroad to the time of their return to China.

## THE CITY HALL.

## ANNUAL MEETING.

The annual meeting of shareholders in and subscribers to the City Hall was held yesterday afternoon in that building. The Hon. C. W. Dickson (chairman) presided, and there were also present Hon. C. S. Sharp, Messrs. N. A. Siebs, B. Layton, H. N. Medley, and F. B. L. Bowley (secretary).

The annual report for the year ended 30th June, 1902, was submitted as follows:—

## COMMITTEES.

The Hon. J. J. Bell-Irving resigned the post of Chairman on his leaving the Colony in May last, and the Hon. C. W. Dickson filled the vacancy. The Hon. C. S. Sharp was elected on the 23rd December, 1901, to fill the vacancy occasioned by the resignation of Mr. H. E. Pollock, K.C.; and the latter has since rejoined the Committee. Mr. H. Hurdhouse acted as Secretary in May and June during Mr. Bowley's absence.

## STATE OF THE BUILDING.

In August, 1901, the interior of the building was redecorated, the electric light extended to the entrance hall, staircase, corridors, Chamber of Commerce, and card room, and the doors of the Museum glazed, at a cost of \$2,620. The usual annual examination of the building was made by the architects, Messrs. Palmer and Turner, in June, 1902, and the floors of the S. George's and S. Andrew's Halls were found to be quite sound. A few minor repairs necessitated by white ants were effected. The amount spent on ordinary repairs during the twelve months ending 30th June, 1902, was \$1,694.91.

## THEATRE, &amp;c.

During the year ending 30th June the theatre was let to the Amateur Dramatic Club. Mr. Dallas, the Australian Vaudeville Company, the Empire Comedy Company, Messrs. Coghill and Sutton, Barfield's Circus Company, the Tyndal's Contemporary Entertainers, and others. The electric lighting of the stage has now been satisfactorily completed, but the cost of installing the light does not fall into the period under review. The S. George's and S. Andrew's Halls and the rest of the ball-room suits were let for numerous dances, concerts and meetings, and their use was granted, free of rent for bazaars and other charitable purposes. The use of the whole building was granted to the Coronation Committee for the children's tea on 28th June. The rent receipts of the theatre and halls, &c., show an increase of \$1340.31 on last year.

## THE LIBRARY.

The use of the library as a free reading-room and chess-room has been maintained, and the free lending collection was well patronised. 35 books published in Hongkong were deposited in the Library, and 223 books were presented to the lending collection, bringing it up to 793 vols. Newspapers and periodicals have been kindly presented by members of the Committee, by Mr. H. A. Allen, Mr. Barton, Mr. Bowley, Mr. H. A. Ritchie, Mr. H. E. Tomkins, and the Hongkong Club, and by the proprietors of the local newspapers and of the *Government Gazette*. The number of visitors to the Library during the 12 months was 11,338 non-Chinese and 5,033 Chinese; the number of ticket holders for the lending collection was 102 on 30th June, 1902.

## MUSEUM.

The only important gift to the museum during the twelve-month was a very interesting and valuable collection of the land and freshwater shells of Hongkong and China, kindly presented by Dr. C. Gerlach. Squidry specimens were also presented by Commodore Powell, R.N., Messrs. C. Ford, J. M. Forbes, Fallerton, C. H. Gale, E. F. Gibson, A. Haupt, E. J. Hughes, J. Mosses, H. E. Pollock, St. Leon Guerrero, J. Wacker, J. Wittehell, and Mrs. R. Rhinon. The museum was visited by 3,152 non-Chinese and 80,276 Chinese.

## ACCOUNTS.

The balance in the hands of the Hon. Treasurer when the accounts up to 30th June, 1902, were closed, was \$6,247.21. The reserve fund on fixed deposit in the Hongkong and Shanghai Bank is \$13,542.55. The expenditure exceeded the ordinary receipts (excluding amount brought forward and interest on fixed deposit) by \$156.15.

The CHAIRMEN in moving the adoption of the report and accounts said:—Gentlemen, The report and statement of accounts which have been circulated I propose we take as read. During the period under review there has been considerable increase in the working of the theatre, but on the other hand increased work has necessitated heavier expenditure to make good wear and tear. The introduction of electric light on the stage is much appreciated by all whom choice or profession call behind the footlights. Ordinary revenue has been sufficient to meet the expenditure on redecoration and electric lighting undertaken in 1901, and there is a considerable balance available for the carrying out of much-needed improvements in the seating and lighting of the theatre, sanitary conveniences, extension of library and museum, &c., &c. Ordinary expenses have increased owing to lower sterling exchange, and to meet these costs have since been raised all round. The books of the late Hongkong Subscription Library have recently been presented to the lending collection in the City Hall, and as soon as the catalogue (which is now in hand) is completed, an interesting collection of books will be available to those of the public of Hongkong who wish to become borrowers. The free lending collection, the initiation and the development of which is due to the liberality and public-spiritedness of Mr. H. E. Pollock (deceased), increases in popularity and will it is hoped most long last. The City Hall is not yet a dividend-paying concern, but so long as the receipts from the Theatre and ball-rooms are sufficient to pay for the upkeep of the building and the maintenance of the library and museum, which are both open free to the public but have no endowment, the institution may be regarded as fulfilling its purpose. I beg to move the adoption of the report and accounts. (Applause.) Mr. N. A. Siebs seconded, and the motion was unanimously agreed to. This was all the business.



## BANQUET TO THE CHINESE MINISTER TO WASHINGTON.

At the banquet given on Wednesday evening at the Connaught House Hotel in honour of His Excellency the Chinese Minister to Washington, briefly mentioned in our yesterday's issue, the Hon. Dr. Ho Kai, C.M.G., who presided, proposed the health of His Majesty the King of England and the Royal Family. "God Save the King" was played.

Hon. Wai YUK proposed the health of His Majesty the Emperor of China.

Mr. FUN WA CHUN proposed the toast of the guest of the evening. We meet here this evening, he said, to bid farewell to His Excellency Sir Chen Tung Liang-Cheng, our own countryman. I ask you all to join me in heartily drinking his health and wishing him bon voyage. (Applause.) As you are aware, His Excellency is possessed of eminent abilities and wide experience, and you may rest assured that on his mission to America, Spain, and Peru he will be able to prove not only worthy of the high esteem in which he is held, but also to the outside world that in him China has appointed the right man in the right place, as regards international dealings. (Loud applause.) In his present appointment, His Excellency has a good opportunity of utilising to the best advantage his enlightened education and of rendering valuable services both to his country and his countrymen trading in the States. (Applause.) I am sure, when I say may he, on his return, be promoted to the highest position in China, I simply echo the feelings of all present. Let us give three hearty cheers for His Excellency. (Loud cheers.)

HIS EXCELLENCY SIR LIANG CHENG in responding said—Mr. Chairman, Mr. FUN WA CHUN and gentlemen, I pass by Hongkong en route to America, to which I am being sent by my Imperial master. Not regarding me as herb and grass, but with genuine feelings as a fellow-countryman, you have so kindly invited me to this grand banquet, for which I am extremely grateful. As I have been appointed Minister to three countries, I am afraid that with such poor abilities as I possess (No!) I shall not be competent to discharge my responsible duties to the satisfaction of my countrymen, but any opportunity by which the commercial interest of China can be benefited I will take full advantage of in the hope of repaying to a small extent the kindness of my Imperial master and also meeting the wishes of my countrymen trading abroad. (Loud applause.) You are well aware there is at present a hot race for ascendancy between the different commercial countries, and the commerce of our country, still in its infancy, requires close attention and constant nourishment. It is therefore my earnest wish that you gentlemen will always bear in mind the duties to each other as fellow countrymen, and work unitedly to improve the condition of our commerce so as to be able to enjoy the boundless benefits which commerce brings in its train. Gentlemen, I again thank you for your kindness. (Loud applause.)

Mr. TAM TSE KONG proposed the toast of the *Attache* and Mr. CHEUNG KIN HON responded with thanks.

## PROPOSED LEPROUS COLONY AT HAWAII.

Mr. William O. Smith, formerly Attorney-General of Hawaii, left Honolulu last month to spend a few weeks at Washington enlightening Congress on two matters of importance that are expected to become the subject of Congressional legislation. One of the matters is the recommendation of the Senate sub-committee on Pacific Islands that a national leprosy colony be established on the island of Molokai, and the other is the recommendation of the same committee that the land laws of the United States be extended to the Territory of Hawaii.

"The proposition to make Molokai a national leprosy colony has aroused a vast deal of bitter feeling and indignation among the people of Hawaii," said Mr. Smith, when subjected to the inevitable interview at San Francisco. "There is more to their objections than the mere sentiment of the thing. While Molokai might be an ideal place for a leprosy colony, it must be remembered that of the 900 lepers now on the island all but about thirty are native Hawaiians, and their misfortunes would be greatly aggravated if they were to be mixed up with a lot of strange people of other races, who know nothing of their habits and customs. From several years of service on the Board of Health I know a great deal about the affairs of the leprosy colony, and I know it would be a great wrong to put into execution the recommendations of the Senate committee. It has taken forty years to bring our leprosy colony and our system of caring for our lepers up to its present state of efficiency. During that time 13,000 lepers have been cared for at Molokai. The separation and isolation of the leprosy patients has caused more suffering and hardship, both to the lepers and their relatives, than the rest of the world can possibly imagine, and to add to the distress of these people by making Molokai the dumping ground for all the lepers of the nation would be a grave crime."

In regard to the proposition to extend the United States land laws to Hawaii, Mr. Smith said he hoped to show the authorities in Washington that the scheme would prove seriously detrimental to the interests of the islands. He hoped to see experts from the General Land Office make a thorough investigation of conditions in the islands before any legislation to that end is carried out by Congress.

## FOOTBALL.

SHIELD TIE—H.M.S. "GLORY" v. 80TH CO. R.G.A.

There was a good attendance to witness this match, which was played at Happy Valley yesterday afternoon. Teams—

*Glory*—Goal, Morgan; backs, Urquhart and Sherbrooke; halves, Booth, Crossman, and Watson; forwards, Lane, Hensford, Milford, Moore, and Cottell.

*R.A.*—Goal, Toon; backs, Bottomley and Cassidy; halves, Spence, Cooper, and Dooley; forwards, Stone, Sewell, Yule, Robertson, and Browning.

Referee—Mr. F. Browne. The Artillery kicked off, and almost immediately gave away a free kick. The *Glory* made nothing by it, however, and were called upon to defend their territory, but a corner which fell to the R.A. remained unconverted. The *Glory* began to press, and twice tried to open the scoring, Toon having to handle once. The soldiers made a break-away, but the forwards were slow and lost the ball. Their custodian was playing a starling game and accounting splendidly for the dangerous shots that repeatedly came in. Thus early, the Navy lot were manifesting their superiority in the open, and kept their opponents tied down to defence work. Now and then the Artillery cleared their ground, but their attacks were never pressed far enough and caused no real uneasiness to the *Glory* goalkeeper. Once, however, he had to run out to stop a dangerous rush by Stone and Sewell, and might have fared worse a little later had not the former thrown away a beautiful chance at an open goal. The gunners were now showing up to decidedly better advantage, and towards the interval the blue-jackets did not have much to boast of. The combination work of their forwards was a treat, but with it all they were unable to score, and half-time found the game standing—

*Glory*, 0; Artillery, 0.

Milford touched the ball twice when he kicked off on the resumption, and gave the soldiers a free kick, which, however, was located too far out to be of any material use to them. The *Glory* got a corner on their left, and, taking up the pass, Crossman did his best to net the ball, but sent it to the outside. Milford, ("Sinbad," they called him) took a free kick close in for the *Glory* and found the net, but as no one touched the ball in its flight the effort was abortive. The sailors lost a good many points by their unnecessarily hard shooting at goal, and the gunners set about showing them how to do it. They pressed, and kept it up too, but (eventually had to retrace their steps without reward. Toon caught a dropping shot in his hands and threw it over Milford's head as the latter charged full speed at him; then, stepping back quickly, he allowed "Sinbad" to find a resting-place in the corner of the net whilst he himself recaptured the ball and sent it well out. Morgan's charge was then assailed, but the situation was relieved by the leather topping the bar. The *Glory*'s goal came unexpectedly; Milford took up a pass into centre and coigned the ball to Hensford, who shot close in at goal. Toon darted at the ball, but slipped, and into the net the leather rolled. The soldiers went to pieces after this, and Milford, after failing to profit by an absolutely open goal when only three yards away from it, outwitted the R.A. defences and scored the second point of the match. The Artillery made a good fight of it, but they were hardly fit enough to put a different interpretation on the game, which ended—*Glory*, 2; Artillery, 0.

## SUPREME COURT.

Thursday, 26th February.

## IN ADMIRALTY JURISDICTION.

BEFORE HIS HONOUR SIR WILLIAM M. GOODMAN (CHIEF JUSTICE) AND COMMANDER BASIL R. H. TAYLOR (Assessor).

STEAMER V. JUNK. The steamer *Eclair* sued licensed cargo-junk No. 711 for damages arising out of a collision which occurred on 5th November in the Capetown Pass.

Mr. E. H. Sharp, K.C. (instructed by Mr. Paget Hett of Messrs. Mouney & Bruton, solicitors), appeared for the plaintiff, and Mr. H. E. Pollock, K.C. (instructed by Mr. F. X. d'Almeida Castro, solicitor), appeared for the defendant.

Mr. Sharp read the preliminary acts. Plaintiff stated that the collision happened about half-past seven o'clock p.m. on the day in question; defendant said about seven o'clock. Plaintiff stated that the place of the collision was near the south end of the Capetown Straits on that side of the channel which lay to the *Eclair*'s starboard side. As to the direction and force of the wind, plaintiff said, "About north; moderate force." Defendant stated, "Light northerly wind." The state of the weather was said by the plaintiff to be dark and fine; defendant stated that it was a clear, starry night, with the moon, a very small one, about to disappear behind the hills. Plaintiff described the tide as a flood tide, from two to three miles an hour; defendant said the tide was about slack. As regards the course and speed of the ship when the other was first seen, plaintiff stated that the *Eclair* was heading about N.N.W. and going about nine miles an hour over the ground; defendant stated that the junk was travelling in a S.E. direction at a speed of about two miles an hour. Plaintiff said, also, that the steamer was carrying the regulation lights; that was to say, a white light on the flagstaff forward (the *Eclair* had no mast), a green light on the port side. The defendant stated that the junk was exhibiting one white masthead light. Plaintiff said that the junk when first seen was about 100 or 150 yards away on the port bow of the *Eclair*; defendant said that the *Eclair* when first sighted was from 300 to 400 yards distant, say, 1,200 to 1,600 yards. In answer to the question "Lights if any, of the other ship which were first seen?" the steamer said "None." Defendant said that the white and red lights of the steamer were first observed. As to the question with regard to the lights of the other ship, other than those first seen, which came into view before the collision, plaintiff's answer was "None."

His Lordship—You put it that they had not got a light?

Mr. Sharp answered in the affirmative. Defendant, he continued, said that the steamer's lights which were first sighted were the only lights seen from the junk up till the time of the collision. Regarding the measures taken to avoid a collision, the plaintiff stated that as soon as those on board the *Eclair* saw the junk the steamer's helm was ported, her engines were reversed, one short blast was blown on the whistle and those on board the steamer shouted to the junk to keep out of the way. The junk people said that the junk was kept on her course until it was seen that the only way to avoid a collision with the steamer was to put the helm hard a port, which was done accordingly. Immediately before that those on board the junk shouted out to those on board the steamer to avoid the junk. The plaintiff stated, further, with regard to the parts of the ships that came into contact, that the bow of the junk struck the port bow of the *Eclair* about three feet from the stem; the junk said that the bow of the junk struck the port bow of the steamer. Plaintiff alleged that the junk carried no light, that she improperly starboarded her helm, that no proper look-out was kept on board, and that the junk was navigated in a reckless and unseamanlike manner. On the other hand, the junk stated that those on board the *Eclair* did not keep a proper look-out, that the *Eclair* did not keep out of the way of the junk as she ought to have done, and that her engines were not slackened and reversed in sufficient time to avoid a collision. The case of the plaintiff, said Mr. Sharp in conclusion, was substantially that the junk carried no lights, which unfortunately was an extremely common case against junks in local waters. Evidence was afterwards given for the plaintiff.

## REVIEWS.

Anglo-Chinese Sketches. By WILLIAM A. RIVERS. London, S.R. Monahanott.

We were perhaps unfortunate in opening this little book of sketches near the beginning of an entitled "Neatly Laid Out," which the author describes as a "by-product of the Japanese War." We certainly thereby discovered the worst of Mr. Rivers. We found him writing of the Japanese as follows:—"There is something of the mask about their new face as a modern civilized Empire; and it is an everlasting truth that a mask galls sooner or later, and is apt to be thrown off. Its fastenings certainly appeared to loosen during the attack upon China. Witness the awful sinking of the *Kowshing* and the atrocities at Port Arthur. It did not suit Europe to take any notice of these happenings," etc., etc. This with all deference to Mr. Rivers is nonsense of a particularly offensive kind. The "awful sinking of the *Kowshing*" was a legitimate act of war, not to be classed with certain incidents which happened during the allied operations up north in 1900 of which Mr. Rivers is doubtless aware. The atrocities at Port Arthur were, unlike some of the atrocities in Chihli in 1900, inspired by the sight of terrible mutilations of the avengers' compatriots. And it is perfectly untrue to say that Europe took no notice of these happenings, for Europe and America did their best to exaggerate the story out of all resemblance to the facts. Mr. Rivers concludes the sketch with the remark, "It seems a pity that civilised powers converse at this sort of thing!" The phrase about "civilised powers" is merely the cant of the cocksure Westerner. Having said so much by way of preface, we must admit that the *Anglo-Chinese Sketches* as a whole are amusing enough reading and bear witness to some observation of life, if not of a profound order. "The Human Form Divine" is an entertaining account of how a British Consul refused to protest against nude coolies at a northern treaty port. A couple of the other tales are rather unpleasant, but not devoid of merit. The book may serve to while away a spare hour, and its cost is only one shilling.

List of the Higher Metropolitan and Provincial Authorities of China. Shanghai, Kelly and Walsh.

This useful list together with a Genealogical Table of the Imperial Family has been compiled by the Chinese Secretaries of H.B.M. Legation at Peking and corrected to April, 1902, by Mr. W. P. Ker, lately Assistant Chinese Secretary. All students of Chinese affairs will recognise the necessity of adding such a List to their reference libraries.

Poor Fellow. By Mrs. G. H. RIDDELL. London and Bombay, George Bell & Sons.

This author of *The Senior Partner* and *George Keith of Fen Court* has established an undoubted claim to literary consideration. Her *Poor Fellow* is a clever book. Still, we do not think it is altogether capable of holding the capricious tastes of novel-reading people. Its 300 closely printed pages make it a long book in these days of "one-sitting" novels. Its mood is sombre, its atmosphere unromantic, and its denouement tragic with a William Black tragicness. On the other hand there is apparent in the work a conscientiousness of workmanship, combined with vigor in the delineation of character and insistence in pressing home the truths of everyday life, that makes it worthy of analytical study and quiet thoughtful perusal. The "Poor Fellow" is a City clerk, a good, honest, estimable young man. He has the "misfortune" to come into a small legacy, and, fired with ambition, he would start business on his own account. It is as a "financial agent" he makes his venture. His hopes and fears, his ups and downs, happiness and affliction are chronicled with a faithfulness to life that begets conviction on the reader's part however much it may harrow up the soul of the man about to follow in "Poor Fellow's" steps. The story is well sustained to the end. The business and domestic men and women who make up the *dramatis personae* are without exception well studied types, forcefully drawn. *Poor Fellow* is a production which appeals to the head rather than to the heart. The avicious deceiver of promiscuous fiction may not find in it much to entertain; the reader of discernment will.

## THE "TIMES" AND THE ARMY PROBLEM.

The series of remarkable articles published in the *Times* last month, on the military position of the British Empire, briefly summarised in telegrams from Reuters at the time, are to be found in the copies of the London journal which arrived by the last mail.

The writer, in his first article, points out that our Empire is an oceanic Empire, and that our naval supremacy is the keystone of our whole defensive position. Consequently the writer lays it down that our military expenditure must always be the balance of what we can afford to spend after we have satisfied our naval needs.

Given, then (he says) the complete subordination of our military policy to our general policy of oceanic defence, the question that next arises is—Where, if we do fight on land, at all, are we likely to fight? The answer to that question is, perhaps, best given by the method of exclusion. In the first place, it is not on the mainland of Europe. We have no aggressive designs against the territory of any of the Continental Powers, and we cannot afford to keep up armies large enough ever to cope with theirs on ground of their own choosing. If, through any circumstances, we should come into conflict with any of these Powers on any combination of them, the struggle will be decided at sea, and in those outlying parts of their possessions where, owing to our command of the sea and to their distance from their bases, we can hope to fight them on land with success. On the continent of America we have "a land frontier of some 3,000 miles, adjoining one of the greatest Powers in the world. But there again we have no political ambitions that will be likely to bring us into conflict with the United States, no causes of friction that diplomacy and national good feeling could not dispose of. Nor is there any indication that the United States cherish aggressive designs against Canada. There remain the two continents of Africa and Asia. There we hold enormous territories on the mainland, inhabited by races whose obedience to our rule is in the last resort only determined by our military superiority, extended frontiers exposed to the attacks of hardy savage tribes, and, in the case of India, to the advances of one of the greatest military empires in the world. Outside of our actual possessions we have in those regions a vast complex of political and commercial interests, which any attack moment bringing in its train with one or more of the great European Powers, South Africa, Eastern and North-Eastern Africa—including Egypt and Abyssinia—Arabia, Mesopotamia, Persia, Afghanistan, India, Indo-China, China, Siberia—that list covers almost the whole of the countries in which in any conceivable circumstances we may be called upon to conduct large operations on land. They form the eastern or south-eastern face of the Old World. Elsewhere we only have coaling stations which it is necessary to garrison with a small force, and Central and West African possessions kept in order by troops locally raised. The logical conclusion from this definition of our military position is that our striking arm, the Imperial Regular Army, should face towards that military front and be concentrated at points as near as possible to it, and not kept in these parts of the Empire whose defence is already sufficiently provided by the Navy, or whence the striking arm cannot be quickly brought into service for offensive purposes. A considerable portion of our Army and a still larger native force are already permanently stationed in India, the central point and keystone of our military position. But the climatic conditions of India, and of some of the other regions where we may be called upon to carry on war, make it undesirable to keep more white troops actually stationed there than is absolutely necessary for safety. What remains then is to base our Army, as much of it as can be spared from India, at points within a reasonable close distance of our strategic front, and at the same time enjoying a healthy climate and affording ample opportunities for training. England, though healthy enough and in many other ways very convenient, ought, strategically, to be put out of court at once. It is separated from our military front by the whole bulk of Europe, Africa, and Asia, and the only short cut, the Suez Canal, is one on whose safety in time of war we cannot absolutely reckon. Fortunately the geographical distribution of our Empire provides us with a chain of positions which meets with almost every military requirement. South Africa, Australia, and Canada form a line every point of which is within a fortnight's steaming of the nearest part of our military front. No distribution of our military forces can be so strategically justified that does not look first and foremost to South Africa, and then to Australia and Canada, and as the main bases of our regular army. Great Britain may, no doubt, for many years to come, be by far the best recruiting ground, but as a base it has no business to occupy more than a secondary position.

The Army that we can afford to keep in these regions must necessarily be small—small, that is, compared with the armies kept up by the great European Powers, but by no means follows that it need therefore be too small for its purpose. The great European armies of the present day are institutions whose origin and organization are intimately connected with the peculiar conditions under which they are called to operate. It is only in countries with a dense population, and numerous stores of supplies in every town and village, with abundant water, with an intricate network of roads and railways, that armies of the magnitude of modern European armies are at all manageable. And even then the management of them presents difficulties that, as many of the ablest Continental strategists recognise, will steadily tend to make all but the simplest and most elementary strategic movements impossible. The deadlock which the late Mr. de Bloch conceived would be the result of any future European war is by no means an altogether extravagant supposition. In Asia and Africa the problem is an absolutely different one. In vast regions thinly peopled, where water and supplies are alike scarce, railways few and limited in carrying power, and roads execrable or non-existent, the size of armies that can operate with any success is strictly limited. On the other hand, in consequence of that limitation, all the advantages of adequate information and preparation, of suitable equipment, of mobility, of a high state of training and of individual skill in the soldier and of generalship in the leaders are greatly enhanced. The foreign service army that we must therefore differ not only in numbers but also in its whole character from the armies that are found to be effective in Europe. And, for this purpose, it is necessary to remember that England is a European country. The army that we want for Imperial purposes is not likely either in respect of its numbers or of its character to be as serviceable for the defence of England against the possible landing of a European invading force as a far cheaper force raised separately for that special purpose. One of the first essentials of any proper scheme of Imperial defence is a clear repartition between the Imperial Army, universal as the Navy and in close co-ordination with it, and the local supplementary defence force of Great Britain, or of any other self-governing portion of the Empire.

## PHOTOGRAPHS

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Hongkong, 17th February, 1903.

[39]

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Given, then, the fundamental conditions on which any workable system of Imperial defence must be based, we may next enquire how far the lessons that we have learnt in the recent South African war, and the new conditions of warfare that the war has revealed, bear on those general conditions. The three main lessons of the South African war are—first, that it is necessary to have an adequate organization, which will combine the collection of information with the control of military policy—that is to say, a proper "brain of the army"; secondly, that our troops must be placed where they can be strategically effective at the outbreak of any probable war; and lastly, that the important factor in modern war will be not so much numbers as mobility and a high state of individual and combined efficiency.

The writer then proceeds to discuss the military system which is at the present time established, and declares that the Cardwell system, which was based on the fundamental supposition that there should always be the same number of regular troops in the United Kingdom as in the rest of the Empire, cannot now be regarded as other than utterly unsound. Thirty years ago we were practically the only Power in the oceanic world; the scramble for Africa had not been thought of. Russia had not yet reached Merv, still less Peshawar or Port Arthur. There was no British occupation of Egypt, no Persian question, no Siamese question, and, last of all, no Chinese question. Our army abroad was regarded not so much as a striking force, ready to carry out our policy in those regions where the Navy could not act, but as a garrison to hold India and one or two other points considered of importance. Practically speaking, the defence of England and the maintenance of our hold on India were the only points to which the Cardwell system looked.

For many years past, long before the strain of the South African war was disclosed, it from top to bottom, the Cardwell system, as it grew more and more unworkable. As our Imperial policy developed we found ourselves obliged to strengthen one existing point of the Empire after another. The linked battalion organization of the existing system compelled us, for each battalion added abroad, to add an extra battalion at home. The expenditure on our regular army kept on steadily growing. By the year 1899 our military budget had risen to over 20 millions: 19 millions of that money went to maintain a force of 184,000 regulars with the colours—exclusive of the British army in India—and a first-class reserve of 72,000 men. Of these, some 146,000 regulars and the whole of the first-class reserve in the United Kingdom. Presumably, then, we had a force of some 180,000 regulars ready to send abroad—a very formidable force, even if, owing to its being concentrated at a false strategic base, it was likely to arrive late on the scene of operations. Unfortunately, this large force only existed on paper. The force actually available at short notice was less than two-thirds of the figure given. When the late war broke out, the regulars who had been sent to South Africa, the reason for this was that the recruiting requirements for so large a force of regular troops had far outstripped the number of serviceable recruits who could be attracted by a service whose pay was inadequate, and who insisted on a period with the colours too short for a career and too long to give the soldier any chance in the race of life afterwards. The consequence of this was that fully half of the 106,000 men at home with the colours were derelict, undeveloped striplings whom it would have been sheer madness to send to the front. Even as it was, in any other country but South Africa the greater part of the soldiers sent out as reinforcements after the end of 1899 would have died off like flies. Hence the reserve, instead of being used as a reserve, was required to complete the fighting line before a single battalion could leave England. The battalions which were sent out were not the battalions that their officers had been training at home; they were composite battalions made up in almost equal proportions of recruits and men with equal proportions of the reserve moment when called upon. The officers most wanted to see the effect of their past training they found their companies filled up with men whom they did not know, many of whom had never even seen or handled a Lee-Metford rifle. Even apart from a war of such magnitude as the war in South Africa, we could not in 1899, and we cannot to-day, send a force of even 20,000 men abroad at short notice without calling upon the reserve or else mixing the two.

Since then the situation has grown infinitely worse. We have to find a large force, at present 50,000, and not likely for many years to be less than 25,000, for South Africa. The political problems along what we have called our military front threaten to become more and more acute; any moment may see us engaged in a struggle of the very first magnitude in the Middle or Far East. Our reserve, even before the war, was only about two-thirds of what it

ought to have been, calculated from the number of recruits enlisting, simply because sickness, desertion, and other causes dependent on the inferior quality or the material enlisted caused a wastage of nearly half the recruits enlisted before they ever reached the reserve. At this moment the reserve stands at less than 30,000 men. Our military budget, which before the war had exceeded 20 millions, has now reached the enormous figure of nearly 30 millions, and under the present system there is not the slightest possibility of reducing it. And yet with all this enormous cost, with the whole of England covered by army corps of regulars which are not wanted in the country, our military position is actually no sounder than it was before, and, relatively to the needs of our policy, far worse than at any past time. Nothing can be done without a thoroughgoing change of the whole system to meet the present requirements of the Empire. The ill-considered patchwork and adding on of battalions after battalions, without any consideration of where forces are most wanted and where they can be spared, must be abandoned. As it stands, our army system provides the largest possible force on paper and the least in reality. It provides the largest possible force in England, where it is not wanted and the least possible force in those parts of the world where it is wanted. It renders the temporary reinforcement of any part of the Empire impossible, except at the cost of the breakdown of the whole system, and it cannot wage even a comparatively small war without the calling out of the reserve. It provides no adequate training-ground for the kind of fighting that our regular army will be called upon to undertake abroad, or, indeed, for any kind of fighting whatever under modern conditions. It is incompatible with any really workable scheme of decentralization. It has no proper staff organization, and with a vast expenditure of money on the maintenance of superfluous battalions it starves the intelligence and educational departments, the very mainsprings of military efficiency, to a degree that is almost incredible. In other words, the existing system is nothing less than a gigantic sham, and a fraud on the taxpayer.

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Hongkong, 25th February, 1903. [612]

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Statuary Figures, Angels alongside Crosses, Obelisks, Columns, Rustic and Plain Crosses and Headstones; also

**AMERICAN MARBLE**

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Prices to suit the times.

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Office—No. 17A, Queen's Road Central, 1st Floor. Marble Yard—No. 18, Morrison Hill Road, Hongkong.

Hongkong, 9th January, 1903. [3462]

## AUCTIONS

## PUBLIC AUCTION.

**THE** Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, **TO-DAY (FRIDAY),** the 27th FEBRUARY, 1903, at 2.30 P.M., at their SALES ROOMS, No. 8, Des Vaux Road, Corner of Ice House Street, **SUNDAY HOUSEHOLD FURNITURE,** Comprising—

**BLACKWOOD FLOWER-STANDS** and **CABINETS, SINGLE and DOUBLE BEDSTEPS, SPRING and HAIR MATTRESSES, CARPETS, TABLES, OVERMANTLES, DRAPING, WASHSTANDS, BEVELLED GLASS, ONE AMERICAN BEDROOM SUITE, DINING-ROOM SUITE, WRITING TABLES and BOOKCASES, CUTLERY, GLASS and CROCKERY WARE, ELECTROPLATED WARE, PICTURES, &c., &c.**

TERMS—As usual.

**HUGHES & HOUGH,**

Auctioneers.

Hongkong, 25th February, 1903. [641]

## PUBLIC AUCTION

OF

**SILK EMBROIDERIES, TEMPLE BROCADES, AND**

**FINE ART CURIOS.**

**THE** Undersigned will Sell by Public Auction, **TO-MORROW (SATURDAY),** the 28th FEBRUARY, 1903, commencing at 11 A.M. sharp, and going on till 12.30 P.M. at 11 A.M. to be resumed at 2.30 P.M. at his SALES ROOMS, Duddell Street.

A Large Assortment of **JAPANESE EMBROIDERIES, BROCADES and CURIOS,** Comprising—

**SILK EMBROIDERED WALL HANGINGS, BED COVERS, CUSHION COVERS, D'APERIES, TEMPLE BROCADES, SILK KIMONOS, EMBROIDERED SCREENS, &c., &c.;**

**CLOISONNE SATSUMA, OLD and NEW BRONZES, LACQUER WARE, OLD WOOD CARVINGS, PORCELAIN, &c., &c.**

**WATER COLOUR PAINTINGS, ARTISTIC CUT VELVET PICTURES** by "Nishimura."

On View from Friday, the 27th February. Catalogues will be issued.

TERMS—Cash on delivery.

**GEORGE P. LAMBERT,**

Auctioneer.

Hongkong, 23rd February, 1903. [617]

## PUBLIC AUCTION.

**THE** Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, **TO-MORROW (SATURDAY),** the 28th FEBRUARY, 1903, at 2.30 P.M., at GREENGLASS, No. 14, WYNDHAM STREET, **THE WHOLE OF THE HOUSEHOLD FURNITURE,** Comprising—

**SINGLE IRON and BRASS BEDSTEPS, TEAKWOOD TABLES, OVERMANTLES, SIDING, WARDROBES, WASHSTANDS, LAMPS, WRITING TABLE, BOOKCASES, BATTAN FURNITURE, GAS STOVE, &c., &c.**

Catalogues may be had on application on Friday.

TERMS—As usual.

**HUGHES & HOUGH,**

Auctioneers.

Hongkong, 25th February, 1903. [642]

## PUBLIC AUCTION.

**THE** Undersigned have received instructions to Sell by Public Auction, under Bill of Sale No. 2 of 1903, FOR ACCOUNT OF THE CONCERNED, on

**TUESDAY,** the 3rd MARCH, 1903, at 2.30 P.M., at No. 25, PRY STREET.

**THE GOODS and CHATELS of TUNG TAI'S FIRM,** Comprising—

One SET of **ENGINES and BOILERS** complete for Drilling Machinery, Ten TURNING LATHEs from 4 feet to 14 feet, Two DUPLEX PLANING MACHINES, One NIBBLING MACHINE, Three DRILLING MACHINES, Twenty-eight VICES, One Lot of IRON MOLDERS, MUD BOXES and TRAYS about 39,725 lbs., One Lot of ASSORTED IRON TONGS about 1,000 lbs., One BRASS SMELTING STOVE and CRUCIBLES, Three IRON SMELTING FURNACES, Seven IRON LADLES and Three VICES, &c., &c., &c.

TERMS—As usual.

**HUGHES & HOUGH,**

Auctioneers.

Hongkong, 26th February, 1903. [657]

## WAR DEPARTMENT CONTRACTS.

**TENDERS** will be received at the HEAD QUARTERS OFFICE, Fletcher Street, until 12 o'clock Noon, on THURSDAY, 5th MARCH, 1903, for the undermentioned Supplies and Services for a period of 12 MONTHS from 1st APRIL, 1903:—

1. Hospital Supplies and Medical Comforts.

2. General Supplies and Provisions.

3. Barrack Supplies.

4. Washing.

5. Supply of Launches, Junks, Coolies, &c.

Forms of Tender, and any further particulars, can be obtained on application to this Office either personally, or by letter addressed to the DEPUTY ASSISTANT ADJUTANT GENERAL (B), between the hours of 10 A.M. and 4 P.M.

The Tenders must be properly filled up, signed and dated, and no Tender will be noticed unless delivered upon the proper form at the HEAD QUARTERS OFFICE by 12 o'clock Noon, on the above date, in closed envelope, marked "Tender on the outside."

The right to reject any or all Tenders is reserved.

**W. A. C. DENNY,**

Major.

D. A. A. General.

Head Quarters Office,

Hongkong, 23rd February, 1903. [639]

## NOTICE.

**ON** and after the 1st March next and until further notice the Price of BREAD will be TEN CENTS PER POUND.

**HONGKONG & CHINA BAKERY CO., LD.,**

LANE, CRAWFORD & CO.,

General Managers.

Hongkong, 23rd February, 1903. [615]

## PUBLIC COMPANIES

**HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.**

## NOTICE TO SHAREHOLDERS.

**THE** DIVIDEND of 10 per cent. per Share and BONUS of 2 per cent. per Share for the six months ending 31st December, 1902, declared at the Ordinary Yearly Meeting held this day, will be payable at the Premises of the Hongkong and Whampoa Dock Company, on and after THURSDAY, the 26th FEBRUARY, and Shareholders are requested to apply for Dividend Warrants at the Company's Office, Queen's Buildings, New Praya.

By Order of the Board of Directors,



HONGKONG  
BUSINESS DIRECTORY.  
BOOKBINDING

"DAILY PRESS" OFFICE.  
The only office in China having European  
taught workmen. Equal to Home Work  
FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.  
Every Household Requisite. Depot for  
Eastman's Kodak Films and Accessories;  
17a, Queen's Road Central.

CHEONG LEE & CO., Furniture Store.  
Established over 20 years. Importers and  
Exporters, Teakwood, Furniture, Black-  
wood, Jewellery, &c., highest grade,  
best and cheapest. 8, Queen's Road  
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Diamond Merchants and Watchmakers, 40  
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Vessels in the Harbour

KWONG SANG & CO.,  
Shipchandlers, Sailmakers, Provisioners,  
Coal Merchants, Hardware, Engineer-  
Tools, Brass and Iron Merchants,  
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MORE & SEIMUND,  
43 and 45, Des Voeux Road. Shipchandlers,  
Sailmakers, Riggers, Commission Agents  
and General Storekeepers; Sole Agents  
for Shipowners' Composition ("Grey-  
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Spence & Co.'s Composition.

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DROZ & CO.,  
14, Queen's Road Central. Repairs of  
Watches and Clocks by competent  
European experts, at moderate rates

MITSU BISHI DOCKYARD  
AND ENGINE WORKS,  
NAGASAKI.

CODE WORD: "DOCK" NAGASAKI.  
A.I., A.B.C., Scott's and Engineering Codes  
Used.

DOCK No. 1 (at TATEGAMI).  
Extreme Length... 523 feet.  
Length on Blocks... 513 "  
Width of Entrance on Top... 89 "  
Width of Entrance on Bottom... 77 "  
Water on Blocks at Spring Tide 264 "

DOCK No. 2 (at MUKAIJIMA).  
Extreme Length... 371 feet.  
Length on Blocks... 350 "  
Width of Entrance on Top... 66 "  
Width of Entrance on Bottom... 53 "  
Water on Blocks at Spring Tide 22 "

PATENT SLIP (at KOSUGE).  
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the  
LATEST IMPROVEMENTS and can  
execute any kind of work in SHIPBUILD-  
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as in REPAIRING OF SHIPS.

The COMPANY has a SALVAGE  
STEAMER, 712 TONS GROSS, FITTED  
with POWERFUL SALVAGE PLANT  
READY at SHORT NOTICE. 1534

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CORONATION CUP.  
A most delightful beverage just produced by a  
well-known firm in Manchester.

## VI-KOLA.

A draught of this stimulating refresher brings  
on quickly a sense of vitality and buoyancy  
that makes life worth living

## STONE GINGER BEER.

A celebrated beverage filled in Patent Cold-  
bottles as to avoid structural contamination  
of any kind, which the earthen bottles  
could not prevent, being decorated in their  
interior surface with a net-work of dirt,  
&c., through "scumming" of common  
workmen, especially Chinese.

Apply to—  
THE ROYAL AERATED WATER  
MANUFACTORY OFFICE,  
Telephone 387;  
Depot—Ice House Street; Telephone 374.  
117-2 F. P. DANENBERG, Manager

## HONG CHEONG &amp; CO.,

TAILORS, DRAPERS AND  
OUTFITTERS.

ESTABLISHED IN HONGKONG FOR OVER  
30 YEARS.

Clothing made to fit to perfection. Silk  
Goods of all kinds. Chinese Grass Cloth and  
Embroidery.

Address—Nos. 60 and 62, QUEEN'S ROAD  
CENTRAL (South side)  
Hongkong, 6th September, 1902. 12359

## THE AMERICAN SYSTEM

## DENTISTRY

DR. M. H. CHAUN,  
33, DES VOEUX ROAD CENTRAL HONGKONG.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 4th March, 1902. 12393

## SCIENTIFIC MISCELLANY.

SILVER FOR AUTOMOBILE BATTERIES—AN  
UNWORKED SCIENTIFIC FIELD—FISHES  
FROM VOLCANOES—THE ELECTRICITY OF  
TO-AY—PROGRESS IN SEEING MARS—  
SUSPENDED LIFE—CO-OPERATION IN  
EVOLUTION—THE EARTH FROM BALLOONS.

Increased attention is being given to the  
chemistry of storage batteries, and Mr. A. S.  
March foresees that lead cells will be given  
considerably longer life and greater reliability.  
He thinks that such cells will retain their place  
as an auxiliary for electric light and power  
stations, although other metals may supplant  
the lead for automobiles. Edison's nickel  
cell should do what is claimed for it,  
and silver would have great advantages  
for traction batteries if its cost should be  
sufficiently reduced. The power of a lead  
automobile battery weighing about 550 pounds  
can be had from a silver battery requiring  
about 70 pounds or less of silver oxide. No  
extraordinary cheapening of silver nitrate is  
necessary to make such a battery economical,  
and it would offer long life, high efficiency,  
and easy keeping in order.

Screw propellers, it is pointed out, have not  
followed the usual course of improvement from  
accumulated experience, and while great  
numbers of new blades have been brought  
out, there has been no tendency to evolve  
an accurate theory or scientific design.  
Such anomalies as the variable running of  
duplicate propellers are still unexplained.  
The lack of progress is attributed to the  
reluctance of sea-going engineers, whose practical  
observations seldom reach constructors.

The vomiting of fishes from volcanoes is no  
new experience, and it seems more startling  
than mysterious. M. J. Girardin explains that  
in the interval between two eruptions—often a  
century or more—the craters become filled with  
fish-stocked lakes, and the next eruption blows  
out the water and its contents.

A French industry is the conversion of old  
shoes into a paste which is transformed into  
moss-like imitation leather. This is used  
for wall-papers, trunk-coverings, etc.

Recently addressing British engineers on  
"Electrons," Sir Oliver Lodge traced the  
modern theory to Clerk-Maxwell's prediction  
in 1873 that a better acquaintance with electric  
discharges in rarefied gases would throw light  
on the nature of electricity as well as on that of  
gases and the medium filling space. Since then  
the study of such discharges by Sir Wm. Crookes,  
Prof. J. J. Thomson and others has gradually  
developed the idea of the electric atom, or  
electron. The electric atoms are solid particles  
much smaller than atoms of matter, and they  
are supposed to give electric currents by rapid  
motion, magnetic fields by rotary motion, and  
the phenomena called radiation by the waves they  
emit when in vibration. There is reason to be-  
lieve that even matter itself may prove to be  
an electrical phenomenon, with atoms made up  
of aggregations of electrons. These electric  
atoms exist in space, they produce the aurora  
borealis and magnetic storms, and their rapid  
passage gives incandescence to lamp filaments.

Comparing the maps of Mars, from that  
published by Beer and Medler in 1840 to that  
published by himself in 1901, Mr. Percival  
Lowell finds three periods of development in  
what we see on that planet. In 1840 to 1870,  
large dark and light markings were shown; in  
1877 to 1892, "canals" in bright regions were  
seen; and in 1893 to 1902, the "canals" were  
detected also in the dark regions. The maps,  
agreed fundamentally, show a gradual de-  
velopment of detail in surface markings.

Living organisms have resumed their func-  
tions after enduring the cold of liquid air for  
six months. It is suggested that the remark-  
able experiment should be continued, for years  
or a generation, for our theories would be  
greatly modified by an indefinite retaining of  
vitality, and probability would be given Lord  
Kelvin's speculation that life may have reached  
the earth from space.

The red deer of New Zealand are estimated to  
number between 4,000 and 5,000 individuals, the  
offspring of two stags and six hinds that were  
turned out in 1868.

Individual struggle for existence is not the  
leading factor of evolution, in Prince Krapot-  
kin's view. His new work seeks to show that  
mutual aid has played a far more important  
part, and points out that most animal species  
live in societies, uniting in defence against all  
unfavourable natural conditions. The most  
numerous, prosperous and progressive animal  
species are found to be those in which individual  
struggle is most reduced and mutual aid most  
developed. Human progress in arts and intel-  
ligence has depended on mutual aid, and the  
periods when its influence has been most active  
have been those of advancement in science and  
industry.

In his balloon experiments, Mr. J. N. Bacon  
has been able to see the sea-bottom under clear  
water from a height of 500 feet, all waves  
seeming to be blotted out, with no apparent  
scattering of light from the surface. At 1,000  
feet or higher, all water—whether deep or not—  
seemed opaque. Photographs taken during the  
ascent on a clear day became gradually blurred  
until at 4,000 feet good pictures were made  
impossible by the dust particles that reflected  
the sunshine, the definition over water being  
better than over land.

Every animal is said to have its own kind of  
flea, sometimes several different kinds. Many  
thousand specimens of these fleas have been  
gathered in the unique museum of Charles  
Rothechild, kept by Dr. Jordan at Tring Park,  
the giant of this strange collection being a mole  
flea a fifth of an inch long.

## INDIA, NEW AND OLD.

Since the time of Lord Lytton's Durbar,  
umbrellas have begun to be carried by the  
million throughout India. They go with tur-  
bans, and even with loin-cloths—an equally ab-  
surd and incongruous addition to native  
costume. The cheaper kind can be supplied to  
the bazars at less than a shilling each, and  
upon a wet day at Calcutta you may see not  
only the fat Babu in bare head and slippers,  
picking his way more delicately than Agag

through the mud, but the dingy groom, behind  
a public carriage, keeping a rusty umbrella open  
against the elements with one hand, while he  
holds hard upon his swaying perch with the  
other. This is one of the spectacles which no  
European of a former generation would have  
expected to see in India. Another is the preva-  
lence of the cigarette habit, which has begun  
to compete with the attractions of the hookah.  
There are some curious psychologists who  
believe that the particular feature of the  
Changing East is more important than may  
appear at first sight. The relative cheapness,  
even of good smoking, in India is even more  
remarkable than that of good railway travelling.  
Bad smoking is infinitely cheap. It is  
probably true, to adopt an old couplet, that  
"These now smoke who never smoked before,  
and those who always smoked now smoke the  
more," and from that point of view, where the  
balance of advantage lies may be dubious. But  
the luxury of the hubble-bubble encourages the  
apathetic attitude of contemplative Asia. The  
man who enjoys it must be settled cross-legged  
in Sultana ease upon a carpet, or must stand  
upon his heels, or lean his shoulders  
against the nearest support. Cigarettes admit  
of smoking in action, and from the comparative  
point of view, as they succeed in displacing  
the hookah, they may be as distinctly  
a stimulus to the East as they are a seda-  
tive in the West. A more unmistakable fea-  
ture of progress in the sewing-machine, which  
clicks in the booths of every bazaar in India.  
Upon one side you may see a grave and bearded  
merchant sitting among his bales of bright  
cloth; upon the other, a seller of grain amidst  
his conical heaps and great bowls of corn and  
millet. In the shop between them a bending  
figure sits over a sewing machine and works  
that intensely western apparatus far into the  
night. Parsees, who make fortunes in many  
things, have made them also by lending out  
these particular aids to industry on hire. Yet  
another symptom of the Changing East is the  
kerosene tin, which is more conspicuous  
throughout modern India than all other pro-  
ducts of civilisation put together. Natives  
burn Russian oil because it is cheaper than  
American, in Australian lamps, because they are  
cheaper than others. When exhausted of their  
contents the large square kerosene tins are  
turned to the most versatile use. The sweepers  
carry them in one hand when they ply their  
brooms with the other, and appear to regard  
them as provisionally designed for the purposes  
of the Oriental dustman, who, like every other  
Oriental, prefers his burdens to be frequent  
and light. Women use them for drawing  
water, and the lot itself is now hardly a more  
characteristic feature in the domestic economy  
of a humble Indian household than is the empty  
kerosene tin.

These are slight things, but they are univer-  
sal proof how the current of change sets, and  
how it is beginning to draw the whole of  
Indian life with it. But there remains a final  
instance, which is in many ways the most  
intriguing of all. The immemorial Hindu  
attached a superstitious importance to nothing  
more than to the water he drank and with  
which he performed his ritual ablutions. When  
the larger municipalities had begun to lay  
down civilised systems of supply and to put up  
public stand-pipes, the ignorant masses, and  
even the wealthy orthodox in some cases, would  
not touch the physically-refined but spiritually-  
suspicious element. They knew not by what  
subtle machinations or obscure accidents the  
use of the municipal mains might lead to some  
universal doom in the shape of loss of caste.  
They preferred to draw their water as before  
from wells exhaling the concentrated reek of  
Asianic putrescence, or from the local rivers  
where they were still mixed with sewage to the  
point of religious safety. In Benares there was  
an unique objection to surmount. In the Sacred  
City, it was pointed out, the cherished desire  
of its people and its pilgrims, once within the  
products of blessedness, was to die. Why not  
let them? In that simple and staggering word  
the very genius of the ancient East uttered its  
objection. A rich and venerable banker inquired  
that water for his use should still be drawn  
at the ghats, until one day the old servant  
who supplied him was discovered to be filling  
his lota every morning at the nearest stand-  
pipe and putting a judicious mixture of the  
dirt of the highway into it, so that it might  
assume a more plausible resemblance to the  
colour and consistency of the holy flood of  
Ganges. But here all the weaknesses of human  
nature have succumbed to the standpipes. The  
most orthodox and superstitious of Hindus  
ends by using the water-supply that is nearest  
as certainly as he chooses the article that is  
cheapest, in despite of all other considerations.  
The municipal water-works, wherever they are  
introduced, are soon regarded as part first of  
the inevitable and then of the preferable de-  
velopments of life. The standpipes are accepted  
where they exist as another development of that  
complex economy of existence, which includes  
Brahmanism and railways, umbrellas and loin-  
cloths, cigarettes and idolatry, caste and the  
kerosene tin. The spirit of the Unchanging  
East strikes such deep and vital root into the  
nature of this people that no man can foresee  
the date of its decay. But the Changing East  
is so far and vigorously en route that no force  
of tradition can now set a limit to its march.—  
Daily Telegraph.

HEAD  
ACHE

Ache all over. Throat sore,  
Eyes and Nose running, slight  
cough with chills; this is La  
Grippe.

## Painkiller

taken in hot water, sweetened,  
before going to bed, will break  
it up if taken in time.

There is only one Painkiller,  
"PERRY DAVIS."

2727-2

## LIFE'S HAPPIEST PERIOD.

When an ancient Greek philosopher was  
asked which he considered was the happiest time  
in a man's life, he promptly selected the period  
between the ages of forty and forty-five. On  
being pressed for the reasons which induced  
him to make this selection, the philosopher  
added: "At forty a man, if he be intelligent,  
has lost his illusions, and looks upon the world  
as it is, not as he would like it to be. He is  
still young enough to partake of the pleasures  
of youth, yet has sufficient experience never to  
permit his heart to rule his head; is moderate  
in all things, and wisely shy of hazardous  
enterprises." On being further asked which he  
considered the happiest time in a woman's life,  
the philosopher paused a long while, and when  
at last he replied he prefaced his answer by  
asserting that this was the more difficult  
question of the two. Finally he said: "When  
she is too old to be called a girl, and not old  
enough to be called a woman without the world  
young" prefixed to it. I am unable to be more  
definite, for the differences among women are  
greater than the differences among men. The  
healthy young woman sees only the brightest  
side of life, and to her vision the future is filled  
with golden possibilities of which the mental  
anticipation is delightful."

In this pronouncement it will be noted that  
the wise old Greek uses the word "healthy," in  
a qualifying sense. Omit that word and the  
sentence at once loses more than half its truth.  
Here is a case which will prove our statement.  
"From the age of nineteen until I completed  
my twenty-third year, I did not know what it  
was to be weary a single day," writes Mrs. R.  
Hendley, of 65, Ultime Road, Ultimo, Sydney,  
N.S.W. under date 19th June, 1902. "But  
for Mother Seigel's Curative Syrup it is  
doubtful if I should be here to-day to describe  
my experiences. My ailment was chronic  
biliousness and dyspepsia. Words are  
inadequate to convey a conception of my  
sufferings during that miserable period. I was  
then a tailor's machinist, employed in that  
capacity by Messrs. Goddard & Smith, of the  
Royal Arcade, Sydney. Ordinary food was  
poison to me, and I was obliged to exist on  
soda-water, milk, plain biscuits, and dry toast.  
Even that fare would sometimes distress me to  
an intolerable degree. My skin turned sallow,  
my eyes sank and were surrounded by dark,  
hollow circles. I slept only by fits and starts,  
my slumbers being haunted and harassed by  
horrible dreams and nightmares. There was a  
dull continuous pain between my shoulders and  
in my right side. I grew thinner and thinner,  
until I was reduced to mere skin and bone, and  
became so weak that I could hardly walk to my  
place of business. Often the noise of my  
sewing-machine, and the close air of the work-  
room, would bring on a splitting headache that  
maddened me. Then there were fits of retching  
and vomiting, which troubled me with great  
frequency. When there was nothing in the  
stomach to come up, I would retch and strain  
until I became exhausted and faint, when my  
workmates would improvise a couch for me with  
their cloaks and jackets, and I would lie for  
hours unable to move. I was treated by three  
doctors; but I believe the medicines they  
prescribed irritated my stomach and did me  
more harm than good. After four years of  
misery I was persuaded to try what Mother  
Seigel's Curative Syrup could do for me, and  
within a few days began to mend at such a rate  
that everyone who knew me was astounded at the  
improvement in my condition. The vomiting  
ceased, the loss of health returned to my cheeks,  
my eyes brightened, and at the end of two  
months I was in every respect thoroughly  
cured."

CHEONG SHING  
GENERAL EXPORTERS.

DEALERS IN  
JEWELLERY, DIAMONDS, PEARLS,  
PRECIOUS STONES, SILK, IVORY  
WARES, EMBROIDERIES AND  
CHINESE CURIOS.  
Wholesale and Retail. Prices very moderate.  
No. 39, QUEEN'S ROAD CENTRAL  
(Opposite Messrs. C. J. GAUFF & Co.).  
Hongkong, 16th February, 1903. 1539

QUAN WAH & CO.,  
GRANITE MERCHANTS, CONTRACTORS.  
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MARBLE AND GRANITE  
MONUMENTS.  
No. 1, QUEEN'S ROAD EAST.  
Estimates, Designs & Prices on Application  
All descriptions of Granite for Export.  
Hongkong, 17th October, 1902. 1286

GRACA & CO., Importers and Exporters  
of Foreign and Colonial POSTAGE  
STAMPS, 53, Peel Street, Hongkong, have  
just received for sale at their stall at Hongkong  
Hotel Corridor a large variety of nice Pictorial  
Post Card Albums, Pictorial Post Cards:  
Panoramas of Hongkong, Macao, Canton,  
Chinese Costumes, Views, &c., &c., in Phototype  
and Coloured Colotype. Assortment of Postage  
Stamp Albums, Lenses, Hinges, Tweezer and  
other Philatelic goods. Prices to suit all  
Customers. Correspondents wanted. Foreign  
orders promptly attended to. Cash with order  
or 1st class reference 1255

A. LING & CO.,  
63, QUEEN'S ROAD CENTRAL.

FURNITURE STORE.  
FASHIONABLE CENTRE CARPETS  
ELECTRO-PLATE, LIQUOR FRAMED  
AND FOOCHOW LACQUERED WARE.  
Hongkong, 31st October, 1902. 1235

## COLD STORAGE

THE HONGKONG ICE COMPANY, LTD.,  
have now 40,000 Cubic feet of Cold  
Storage available at EAST POINT. Stores will  
be Open at 10 A.M. and 4 P.M. daily, Sundays  
excepted, to receive and deliver perishable goods  
Wm. PARLANE, Manager.  
Hongkong, 18th November, 1901. 165

## OREGON LUMBER.

THE Undersigned, being closely connected  
with the leading MILLS at PORT-  
LAND and PUGET SOUND, are always pre-  
pared to book orders for any specifications at  
LOWEST RATES.  
SIEMSEN & CO  
Hongkong, 14th February, 1901. 168

AUTOMATIC MAUSER  
PISTOLS.

CALIBRE 7.63 mm.  
With CHAMBER for 10 CARTRIDGES  
FIRING 10 SHOTS in 2 SECONDS.  
SIEMSEN & CO.  
Hongkong 3rd October, 1900. 68

## M. E. CHADWICK KEW

DENTAL SURGEON,  
No. 39, QUEEN'S ROAD CENTRAL.  
Office Hours—9 A.M. to 5 P.M.  
Hongkong, 19th March, 1902.

Vinolia Soap acts on the skin  
like a little ray of sunshine,  
while many soaps cause  
blemishes, face-spots, and  
mucous patches.

1347-3

## GENTLEMEN'S OUTFITTING.

SHIRTS & COLLARS. ARE PERFECT FITTING, BEING SCIENTIFI-  
CALLY CUT.

NECKWEAR. OUR PATTERNS ARE EXCLUSIVE IN THE EAST.

PYJAMAS. SILK AND WOOL PYJAMAS ARE A LUXURY.

BOOTS. ALL BOOTS ARE MADE OF ENGLISH LEATHER ON AMERICAN  
LASTS. A GUARANTEE OF WEAR AND STYLE.

HOSIERY & UNDERWEAR. THE BEST MAKES PROCURABLE. A  
RANGE OF SIX DIFFERENT SHADES.

OUR SUMMER STOCK WILL BE ABSOLUTELY THE FINEST IN THE  
FAR EAST.

## W. M. POWELL, L.D.,

28 & 34, QUEEN'S ROAD, HONGKONG.

## NOBEL-GLASGOW EXPLOSIVES.

## DYNAMITE,

## GELATINE-DYNAMITE,

## BLASTING GELATINE AND GELIGNITE,

## DETONATORS, SAFETY FUSE,

## AND ALL BLASTING ACCESSORIES.

## MAGAZINES AND DEPOTS AT

HONGKONG, SHANGHAI, WEIHAIWEI.

## AGENTS—

JARDINE, MATHESON & CO.

325

## IMPERIALES CIGARETTES

## PALATABLE

## PURE

## PERFECT

HAND-MADE FROM A CHOICE BLEND OF THE FINEST

TURKISH TOBACCO.

ASK YOUR DEALER FOR THIS BRAND; THEY SATISFY.

IN PACKETS OF 10, WITH MOUTH-PIECES.

MADE BY JOHN BOLLMAN CO.

## BRANCH

BRITISH-AMERICAN TOBACCO  
COMPANY, LIMITED.

143



## LEMCO

The Genuine Liebig Company's Extract

Is the most concentrated meat essence made. Its  
discovery has caused a revolution in stock room dietary.  
Genuine only if bearing the blue signature J. V. Liebig,  
and the initials of the manufacturers—"LEMCO."

2716-3

## UNTOUCHED BY HAND.

MELLIN'S  
FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.



## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong, 2, midway between Hongkong and Kowloon, and 3, together with the number denoting the section.

1. From Green Island to the Harbour Master's.  
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.  
4. From Naval Yard to East Point.

ORIGIN	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, via GENOA	GLENGYLE	Brit. str.	—	T. Darke, R.N.R.	McGregor Bros. & Gow	To-morrow.
LONDON, via PORTS OF CALL	BENGALE	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON & ANTWERP, via SINGAPORE, &c.	BANCA	Brit. str.	—	E. P. Martin, R.N.R.	P. & O. S. N. Co.	On 4th March, at Noon.
LONDON via GENOA	DIOMED	Brit. str.	—	—	—	On 7th March.
LONDON	MACHAON	Brit. str.	—	—	—	On 17th March.
LONDON	GLAUCUS	Brit. str.	—	—	—	On 17th March.
LONDON	PINGSUEY	Brit. str.	—	—	—	On 17th March.
LONDON	JASON	Brit. str.	—	—	—	On 17th March.
LIVERPOOL via GENOA	KINTUCK	Brit. str.	—	—	—	On 28th April.
LIVERPOOL via GENOA	DEUCALION	Brit. str.	—	—	—	On 28th April.
MARSEILLES & ANTWERP	TYRREUS	Brit. str.	—	—	—	On 23rd April.
MARSEILLES, LONDON & ANTWERP v. SPORE, &c.	HAKATA MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	To-morrow.
MARSEILLES, LONDON & ANTWERP v. SPORE, &c.	ANNA MARU	Jap. str.	—	Girard	MESSAGERIES MARITIMES	On 7th March, at Daylight.
BREMEN, via PORTS OF CALL	PREUSSEN	Jap. str.	2 m.	N. Trott	NIPPON YUSEN KAISHA	On 10th March, at 11 A.M.
HAVRE & HAMBURG	C. FRED. LAEISZ	Ger. str.	—	Fuchs	MELCHERS & CO.	On 21st March, at Daylight.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	—	von Doehren	HAMBURG-AMERIKA LINIE	On 4th March, at Noon.
HAVRE & HAMBURG	HANBERG	Ger. str.	—	Kirchner	HAMBURG-AMERIKA LINIE	On 3rd March.
HAVRE & HAMBURG	KONIGSBERG	Ger. str.	—	Mayer	HAMBURG-AMERIKA LINIE	On 28th March.
HAVRE & HAMBURG	SAMBIA	Ger. str.	—	Schmidt	HAMBURG-AMERIKA LINIE	On 7th April.
HAVRE & HAMBURG	SAXONIA	Ger. str.	—	Brehmer	HAMBURG-AMERIKA LINIE	On 14th April.
HAVRE & HAMBURG	KOREA	Ger. str.	—	Jager	HAMBURG-AMERIKA LINIE	On 19th May.
HAVRE, COPENHAGEN & BALTIC PORTS.	NIPPON	Rus. str.	—	Pernitz	MELCHERS & CO.	On or about 2nd March.
TRIESTE, &c., via SINGAPORE, &c.	SHIMOSA	Aus. str.	—	Klausberger	SANDER, WIELER & CO.	On 2nd March.
NEW YORK, via C. S. P. & SUEZ CANAL	SHIMOSA	Brit. str.	2 m.	—	DODWELL & CO., LD.	About 5th March.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 11th March, at Noon.
VANCOUVER, via SHANGHAI, &c.	ATHENIAN	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 18th March.
VICTORIA (B.C.) & TACOMA via SHANGHAI, &c.	LYRA	Brit. str.	—	Williams	DODWELL & CO., LIMITED	On 18th March.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	AKI MARU	Jap. str.	—	J. W. Ekstrand	NIPPON YUSEN KAISHA	On 10th March, at 4 P.M.
VICTORIA (B.C.) & SEATTLE via KOBÉ & YAMATO	ONFSA	Brit. str.	—	Hollingsworth	BUTTERFIELD & SWIRE	On 23rd March.
PORTLAND, OREGON	INDRAPURA	Brit. str.	2 m.	H. Fraser	NIPPON YUSEN KAISHA	To-morrow.
AUSTRALIAN PORTS	KASUGA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 14th March.
AUSTRALIAN PORTS	EMPIRE	Brit. str.	2 m.	McArthur	GIBB, LIVINGSTON & CO.	On 16th March, at Noon.
YOKOHAMA, via SHANGHAI, NAGASAKI, &c.	CANDIA	Brit. str.	—	E. G. Andrews	P. & O. S. N. Co.	About 26th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBÉ	JAVA	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On or about 8th March.
MOJI, KOBÉ & YOKOHAMA	HIROSHIMA MARU	Jap. str.	—	J. Nagao	NIPPON YUSEN KAISHA	On 20th March, at Noon.
KOBÉ, NAGASAKI & VLADIVOSTOK	SAVOIA	Ger. str.	—	Rebblum	HAMBURG-AMERIKA LINIE	On 5th March, at Daylight.
KOBÉ & YOKOHAMA	HITACHI MARU	Jap. str.	—	J. Campbell	NIPPON YUSEN KAISHA	On 13th March, at Daylight.
KOBÉ	CHINGTU	Jap. str.	—	M. Yagi	BUTTERFIELD & SWIRE	On 16th March.
KOBÉ	IZUMI MARU	Jap. str.	2 m.	E. W. Haswell	NIPPON YUSEN KAISHA	On 17th March, at Noon.
NAGASAKI, KOBÉ & YOKOHAMA	KUMANO MARU	Jap. str.	2 m.	—	NIPPON YUSEN KAISHA	To-day, at Noon.
CHINKIANG	SECHEN	Brit. str.	—	G. Phillips, R.N.R.	P. & O. S. N. Co.	On 3rd March.
SHANGHAI & KOBÉ	MAZAGON	Brit. str.	—	W. B. Palmer	BUTTERFIELD & SWIRE	About 26th inst.
SHANGHAI	VALETTA	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	On 3rd March.
SHANGHAI	KWELIN	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	On 15th March, at Daylight.
SHANGHAI, DALNY & PORT ARTHUR	SULBERG	Ger. str.	—	Mayer	HAMBURG-AMERIKA LINIE	On 1st March, at Daylight.
TAMSOI, via SWATOW & AMOY	DAIUN MARU	Jap. str.	1 m.	T. Ogata	OSAKA SHOSHEN KAISHA	On 1st March.
AMOI, via SWATOW & AMOY	MAIZURU MARU	Jap. str.	1 m.	T. Saito	OSAKA SHOSHEN KAISHA	On 4th March.
AMOI, SAMARANG & SOERABAYA	SHANTUNG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 6th March.
SWATOW, AMOY & POOCHOW	MAITAN	Brit. str.	2 h.	Roach	DOUGLAS LARPAK & CO.	On 1st March, at Daylight.
CEBU & ILOILO	KATPONG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 7th March.
MANILA DIRECT	RUBI	Brit. str.	—	R. W. Almond	SHAW, TOMES & CO.	To-day, at Noon.
MANILA	KASUGA MARU	Jap. str.	2 m.	H. Fraser	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
MANILA	LOONGSANG	Brit. str.	2 m.	—	JARDINE, MATHESON & CO.	To-morrow, at 2 P.M.
MANILA	ROSETTA MARU	Jap. str.	2 m.	N. Tate	TOTO KISEN KAISHA	On 3rd March, at Noon.
MANILA	SUNGKANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 11th March.
MANILA	CHANGSHA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 11th March.
MANILA DIRECT	ZATRO	Brit. str.	2 m.	R. Rodger	SHAW, TOMES & CO.	On 6th March, at Noon.
KUDAT & SANDAKAN	SANDAKAN	Ger. str.	—	Schnur	MELCHERS & CO.	Quick despatch.
SINGAPORE, COLOMBO & BOMBAY	TIENTSIN	Brit. str.	—	W. W. Cooke, R.N.R.	P. & O. S. N. Co.	On or about 6th March.
BOMBAY, via SINGAPORE & COLOMBO	KINSHU MARU	Jap. str.	2 m.	F. L. Pyne	NIPPON YUSEN KAISHA	On 4th March, at 4 P.M.

## SHIPPING.

## VESSELS ON THE BERTH

**ARRIVALS.**  
Feb. 26, ARGO, Norwegian str., 873, W. Holberg, Chinkiang 21st Feb., General.—ORDER.  
Feb. 26, HANCSANG, British str., from Canton.  
Feb. 26, LITIS, German gubout, from Canton.  
Feb. 26, INABA MARU, Japanese str., 3534, Wm. Blairbridge, Singapore 20th Feb., General.—NIPPON YUSEN KAISHA.  
Feb. 26, LABON, Norwegian str., 949, J. A. Jensen, Chinkiang 21st Feb., General.—ORDER.  
Feb. 26, MEKPOO, Chinese str., 1231, Hoelger, Wuhu a. d. Shanghai 23rd Feb., Rice and General.—CHINESE.  
Feb. 26, PEKRAUCH, German str., 1232, H. Uecker, Rangoon 11th February, Rice.—SANDER, WIELER & CO.  
Feb. 26, ROSSETTA MARU, Japanese str., 2402, N. Tate, Manila 24th February, General.—TOTO KISEN KAISHA.  
Feb. 26, TIGER, German gunboat, from Canton.  
Feb. 26, WINDLAND, Danish str., 1607, Dagne, Mororan 14th Feb., Coal.—CHINESE.  
**CLEARANCES.**  
AT THE HARBOUR MASTER'S OFFICE.  
25th February.  
Argo, Norwegian str., for Canton.  
Cmido, British str., for Shanghai.  
Gibralta, British str., for Singapore.  
Heinrich Meusel, German str., for Singapore.  
Loden, Norwegian str., for Kobo.  
Meefoo, Chinese str., for Canton.  
Shakano Maru, Japanese str., for Saigon.  
Singer, British str., for Canton.  
Smokking, British str., for Manila.  
Triton, Chinese str., for Shanghai.  
Thales, British str., for Swatow.  
**DEPARTURES.**  
25th February.  
AMIGO, German str., for Tientsin.  
AN PHO, British str., for Amoy.  
CANDIA, British str., for Shanghai.  
DECIMA, German str., for Wuhu.  
GIBRALTAR, British str., for New York.  
HEINRICH MENZEL, Ger. str., for Singapore.  
INDRAPURA, British str., for Shanghai.  
IVY ENR, British str., for Moji.  
KANSU, British str., for Tientsin.  
LODEN, Norwegian str., for Kobo.  
LOYAL, German str., for Pangkok.  
PAKHOI, British str., for Foonchow.  
S. LAMANA, British str., for Saigon.  
SHAKATO MARU, Japanese str., for Saigon.  
SINGAN, British str., for Canton.  
SURKINGAN, British str., for Manila.  
TAISHUN, Chinese str., for Shanghai.  
THALES, British str., for Swatow.  
TSURUGISAN MARU, Jap. str., for Moji.

## NIPPON YUSEN KAISHA.

## FOR MANILA.

THE Company's Japanese Mail Steamship  
"KASUGA MARU,"  
3,600 Tons. Captain H. Fraser, will be despatched for the above port TO-DAY, the 27th inst., at 4 P.M.  
This well-known Steamer is specially constructed for the service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.  
For Freight or Passage, apply to  
A. S. MIHARA, Manager.  
Hongkong, 19th February, 1903. [568]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

THE Company's Steamship  
"LOONGSANG,"  
Captain Weigall, will be despatched as above TO-MORROW, the 28th inst., at 2 P.M.  
This Steamer has superior accommodation for First-class Passengers, and is fitted throughout with Electric Light.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO., General Managers.  
Hongkong, 23rd February, 1903. [625]

## "GLEN" LINE OF STEAMSHIPS.

## FOR LONDON AND ANTWERP, via GENOA.

THE Steamship  
"GLENGYLE,"  
Captain T. Darke, R.N.R., will be despatched as above TO-MORROW, the 28th inst.  
For Freight or Passage, apply to  
McGREGOR BROS. & GOW.  
Hongkong, 24th February, 1903. [628]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN, and QUEENSLAND Ports, and taking through Cargo to AUSTRALIA, NEW ZEALAND, TASMANIA, &c.)  
THE Steamship  
"EMPIRE,"  
Captain McArthur, will be despatched as above ON THURSDAY, the 19th March, at Noon.  
This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.  
The Steamer is installed throughout with the electric light.  
A stewardess and a duly qualified surgeon are carried.  
N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO., Agents.  
Hongkong, 25th February, 1903. [447]

## NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, THE AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:  
LOTHAL, Italian barque, A. M. Schaffino, Order.  
SHIMOSA, British str., E. A. Chaplain.—Doddwell & Co., Ltd.

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

R.M.S.	Tons	WEDNESDAY, 11th Mar.	1903
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, 11th Mar.	
"ATHENIAN"	3,882	WEDNESDAY, 18th Mar.	
"EMPRESS OF CHINA"	6,000	WEDNESDAY, 1st April.	
"EMPRESS OF INDIA"	6,000	WEDNESDAY, 22nd April.	
"TARTAR"	4,425	WEDNESDAY, 6th May.	
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, 19th May.	
"ATHENIAN"	3,882	WEDNESDAY, 27th May.	
"EMPRESS OF CHINA"	6,000	WEDNESDAY, 3rd June.	
"EMPRESS OF INDIA"	6,000	WEDNESDAY, 24th June.	
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, 15th July.	

THE magnificent TWIN-SCREW "EMPRESS" STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.  
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE of ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.  
For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to  
D. E. BROWN, General Agent, Padder Street.

## NORTHERN PACIFIC STEAMSHIP CO BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

## PROPOSED SAILINGS FROM HONGKONG.

SHANGHAI, INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA.

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Captain.	Tons.	Sailing Date.
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* LYRA	— Williams	4,417	March 10th
VICTORIA	J. Panten	3,592	March 17th
* HYADES	G. Wright	3,753	March 24th

Steamers marked \* have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to

DODWELL & COMPANY, LIMITED, GENERAL AGENTS.

## OSAKA SHOSHEN KAISHA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR TAMSUI, via SWATOW AND AMOY  
"DALIN MARU" SUNDAY, 1st March.  
ANPING, via SWATOW AND AMOY  
"MAIZURU MARU" WEDNESDAY, 4th March.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze-River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Vaux Road Central.  
Hongkong, 20th February, 1903. T. ARIMA, Manager. [15-]

## IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTH AMERICAN PORTS TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. SAILING DATES.

* PREUSSEN	WEDNESDAY	4th March
* HAMBURG	WEDNESDAY	18th March
* PRINZ HEINRICH	WEDNESDAY	1st April
* SAACHSEN	WEDNESDAY	15th April
* KLAUSCHOU	WEDNESDAY	29th April
* BAYERN	WEDNESDAY	13th May
* ZIETEN	WEDNESDAY	27th May
* PRINZ REG. LUITPOLD	THURSDAY	11th June
* ROON	THURSDAY	25th June
* PREUSSEN	THURSDAY	9th July
* HAMBURG	THURSDAY	23rd July
* PRINZ HEINRICH	THURSDAY	6th August

\* Steamers of the Hamburg-Amerika Linie. † Calling at Amsterdam.

ON WEDNESDAY, the 4th day of March, 1903, at NOON, the Steamship "PREUSSEN," of the NORDDEUTSCHER LLOYD, Captain E. Frohn, with MAILES, PASSENGERS SPECIE and CARGO, will leave this Port as above, CALLING at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 2nd March, and Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 3rd March, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 3rd March.

Contents of Packages are required. No Parcel Receipts will be signed for less than 50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 26th February, 1903. [5]

## HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

C. FRED. LAEISZ	HAVRE and HAMBURG	On 3rd Mar. Freight.
Capt. Fuchs	(Calling at Singapore and Penang)	
ANDALUSIA	HAVRE and HAMBURG	On 17th Mar. Freight.
Capt. von Doehren	(Calling at Singapore and Colombo)	
BAMBERG	HAVRE and HAMBURG	On 28th Mar. Freight.
Capt. Kirchner	(Calling at Singapore and Penang)	
KONIGSBERG	HAVRE and HAMBURG	On 7th April. Freight & Passengers.
Capt. Mayer	(Calling at Singapore and Colombo)	
SAMBIA	HAVRE and HAMBURG	On 21st April. Freight.
Capt. Schmidt	(Calling at Singapore and Penang)	
SERBIA	HAVRE and HAMBURG	On 5th May. Freight.
Capt. Brehmer	(Calling at Singapore and Colombo)	
SAXONIA	HAVRE and HAMBURG	On 19th May. Freight.
Capt. Jager	(Calling at Singapore and Penang)	

For Further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

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## PORTLAND &amp; ASIATIC STEAMSHIP CO.



# OCEAN STEAM SHIP CO., LD AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.  
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL...	"KINTUCK"	On 26th February.	
GLASGOW and LIVERPOOL...	"GLAUCUS"	On 6th March.	
GLASGOW and LIVERPOOL...	"PINGSUEY"	On 11th March.	
GLASGOW and LIVERPOOL...	"OANFA"	On 21st March.	
GLASGOW and LIVERPOOL...	"MENELEUS"	On 28th March.	

FOR	STEAMERS	TO	DATE
LONDON VIA GENOA	"DIOMED"	On 7th March.	
LONDON	"MACHAON"	On 17th March.	
LONDON	"GLAUCUS"	On 31st March.	
LONDON	"PINGSUEY"	On 14th April.	
LONDON	"JASON"	On 28th April.	

LIVERPOOL BERTH.	STEAMERS	TO	DATE
LIVERPOOL VIA GENOA	"KINTUCK"	On 26th March.	
LIVERPOOL VIA GENOA	"DEUCALION"	On 23rd April.	

MARSEILLES and ANTWERP	STEAMERS	TO	DATE
	"PYRRHUS"	On 28th February.	

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA Kobe and YOKOHAMA.	"OANFA"	On 23rd March.	

The S.S. "KINTUCK" left Singapore on the 21st inst., and is expected here on the 26th inst.  
For Freight, apply to

**BUTTERFIELD & SWIRE,  
AGENTS.**

Hongkong, 26th February, 1903.

## CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
SHANGHAI	"KWEILIN"	On 3rd March.	
AMOI, SAMARANG and SOERABAYA	"SZCHUEN"	On 3rd March.	
CEBU and ILOILO	"SHANTUNG"	On 6th March.	
MANILA	"KAIFONG"	On 7th March.	
MANILA	"SUNGKIANG"	On 11th March.	
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 11th March.	
Kobe	"CHINGTU"	On 16th March.	

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.  
\* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
\* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.  
For Freight or Passage, apply to—

**BUTTERFIELD & SWIRE,  
AGENTS.**

Hongkong, 27th February, 1903.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO	DATE
YOKOHAMA, VIA SHANG- HAI, NAGASAKI, MOJI and KOBE (Passing through the Inland Sea)	CANDIA E. G. Andrews	About 28th February	Freight only.
LONDON, &c.	BENGAL A. L. Valentini	Noon, 28th February	See Special Advertisement.
SHANGHAI and KOBE	MAGAZON G. Philipps, R.N.R.	About 28th February	Freight only.
SHANGHAI	VALETTA W. B. Palmer	About 28th February	Freight or Passage.
LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MAREILLES	BANGA E. P. Martin, R.N.R.	Noon, 4th March	Freight only.
SINGAPORE, COLOMBO and BOMBAY	IRINISIN W. W. Cooke, R.N.R.	About 6th March	Freight only.
YOKOHAMA, VIA SHANG- HAI, MOJI, and KOBE (Passing through the Inland Sea)	JAVA G. W. Gordon, R.N.R.	About 8th March	Freight or Passage.

PASSENGER SEASON 1903.  
For MARSEILLES, PLYMOUTH  
and LONDON DIRECT } MALTA.....0,604 Tons.....28th March  
WITHOUT TRANSHIPMENT }  
For further Particulars, apply to

**E. A. HEWETT,  
Superintendent.**

Hongkong, 17th February, 1903.



## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila Direct.	On 27th Feb. at Noon
ZAFIRO	2540	R. Rodger	Manila Direct.	On 6th Mar. at Noon
DIAMANTE	1880	A. H. Rodley		
PERLA	1880	J. McGinty		

For Freight or Passage, apply to

**SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.**

Hongkong, 21st February, 1903.

### HONGKONG-MACAO LINE.

S.S. "WING CHAI"  
Captain T. Austin, R.N.R.  
DAILY Departure from Hongkong to  
Macao at 8 A.M., from Macao to Hong-  
kong at 2 P.M., Sunday included.  
1st Class fare (including cabin and servant),  
\$3; return ticket, \$5.  
2nd Class, \$1.50; return ticket, \$2.50.  
3rd Class, \$1.  
Steering, \$0.50.  
Superior cabin accommodation.  
Wharf in Hongkong, opposite Central  
Market; at Macao, C. M. S. N. Company's  
Wharf.  
For Freight, &c., apply to—  
**SAM WANG & CO., LD.,**  
81, Queen Road Central.  
Hongkong, 25th February, 1903.

### CHINA NAVIGATION CO., LIMITED.

**HONGKONG-MANILA.**  
REDUCED SALOON PASSAGE  
MONEY,  
SINGLE, \$20; RETURN, \$35.

STEAMERS FITTED THROUGHOUT WITH  
ELECTRIC LIGHT. FIRST CLASS ACCOM-  
MODATION. UNRIVALLED TABLE. DULY  
QUALIFIED SURGEON CARRIED.

**BUTTERFIELD & SWIRE  
AGENTS.**  
Hongkong, 9th January, 1903.

## TOYO KISEN KAISHA MANILA LINE.



REGULAR SERVICE  
BETWEEN HONGKONG AND  
MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship	Captain	Tons	Sailing Date.
ROSETTA MARU	N. Tate	3876	Tuesday, 3rd March, at Noon.
ROHILLA MARU	E. P. Bishop	3869	Saturday, 7th March, at Noon.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.  
Hongkong, 25th February, 1903.

**K. NAKASHIMA, Manager.**

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-  
TRALIA, INDIA, ADEEN, EGYPT,  
MEDITERRANEAN PORTS.  
PLYMOUTH AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PERSIAN GULF, CONTINENTAL,  
AMERICAN AND SOUTH AFRICAN PORTS.

**"BENGAL"**  
Captain A. L. Valentini, carrying His  
Majesty's Mails, will be despatched from this  
Bombay, on SATURDAY, the 28th February,  
at Noon, taking passengers and cargo for the  
above ports.

Silk and Valuables, all cargo for France, and  
Tea for London (under arrangement) will be  
transhipped at Colombo into a steamer proceed-  
ing direct to Marseilles and London; other  
cargo for London, &c., will be conveyed via  
Bombay with transhipment.  
Parcels will be received at this Office until  
4 P.M. the day before sailing. The contents and  
value of all packages are required.  
Shippers are particularly requested to note  
the terms and conditions of the Company's  
Bills of Lading.  
For further particulars, apply to  
**E. A. HEWETT,**  
Superintendent.  
Hongkong, 16th February, 1903.

**THE RUSSIAN EAST ASIATIC  
COMPANY, LIMITED.**

FOR HAVRE, COPENHAGEN AND  
BALTIC PORTS.

**"KOREA"**  
Captain Pernitz, will leave for the above ports  
on or about the 2nd March.

For Freight or Passage, apply to  
**MELCHERS & CO.,**  
Agents.  
Hongkong, 23rd February, 1903.

**FOR KOBE, NAGASAKI AND  
VLADIVOSTOK.**

**"SAVOIA"**  
Captain Rebbelmund, will be despatched for the  
above ports on THURSDAY, the 5th March,  
at DAYLIGHT.

This Steamer has superior accommodation for  
First Class Passengers and carries a Doctor.

For Freight or Passage, apply to  
**HAMBURG-AMERIKA LINE,**  
Hongkong Office.

**COMPAGNIE DES MESSAGERIES  
MARITIMES.**  
PAQUEBOTS-POSTES FRANCAIS.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONCHICHERY,  
CALCUTTA, DJIBOUTI, EGYPT,  
MARSEILLES, MEDITERRANEAN  
AND BLACK SEA PORTS.  
LONDON, HAVRE, BORDEAUX,  
ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 10th March, 1903, at  
11 A.M., the Company's Steamship  
"ANNAM," Captain Girard, with Mail,  
Passengers, Specie and Cargo, will leave this  
Port for MARSEILLES, via Ports of Call,  
WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for Lon-  
don as well as for Marseilles, and accepted in  
transit through Marseilles for the principal  
places of Europe.

Shipping Orders will be granted till Noon  
only on Monday, the 9th March. Specie and  
Parcels received until 4 P.M., on the same day.  
No Cargo will be received on board on Tuesday.  
Parcels are not to be sent on board; they  
must be left at the Agency's Office. Contents  
and Value of Packages are required.

For further particulars, apply at the Com-  
pany's Office.

**G. DE CHAMPEAUX,  
Agent.**

Hongkong, 25th February, 1903.

**FOR SHANGHAI, DALNY AND  
PORT ARTHUR.**

**"SULLBERG"**  
Captain Meyer, will be despatched for the  
above ports on SUNDAY, the 15th March, at  
DAYLIGHT.

For Freight or Passage, apply to  
**HAMBURG-AMERIKA LINE,**  
Hongkong Office.

Hongkong, 18th February, 1903.

**AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.**

STEAM FOR  
FIUME AND TRIESTE DIRECT,  
Calling at SINGAPORE, PENANG, RAN-  
GOON, CALCUTTA, COLOMBO, ADEN,  
SUZ and PORT SAID.  
(Taking Cargo at through rates to the BRAZILS,  
to SOUTH AFRICA, and SEA, BLACK SEA,  
LEVANT, VENICE and ADRICATIC PORTS).

**"NIPPON"**  
Captain Khushterger, will be despatched as above  
on SATURDAY, the 21st March.

For information as to Passage and Freight,  
apply to  
**SANDER, WIELER & CO.,**  
Agents,  
Princes' Buildings.

Hongkong, 26th February, 1903.

## NORDEUTSCHER LLOYD, BREMEN.

STEAM FOR KUDAT & SANDAKAN.  
Taking Cargo at through rates to  
TAWAU, LABAD DATU and LABUAN.  
The Company's Steamship

**"SANDAKAN"**  
Captain Schauer, will be ready to load for the  
above ports on the 28th instant.

For Freight or Passage, apply to  
**MELCHERS & CO.,**  
Agents.

Hongkong, 20th February, 1903.

**REGULAR  
STEAMSHIP SERVICE TO NEW  
YORK.**

VIA PORTS AND SUEZ CANAL  
(WITH LIBERTY TO CALL AT PHILIPPINE  
PORTS).

PROPOSED SAILINGS FROM HONGKONG,  
1903.

"SHIMOSA" ... About 5th March.  
"THORDIS" ... 13th March.  
"AFRIDI" ... 15th April.  
"RICHMOND CASTLE" ... 30th April.  
"SAGAMI" ... 15th May.

For Freight and further information, apply to  
**DODWELL & CO., LTD.,**  
Agents.

Hongkong, 26th February, 1903.

**NATAL LINE OF STEAMERS.**

THE Undersigned GENERAL AGENTS  
in CHINA and JAPAN for the above Line  
are prepared to issue THROUGH BILLS  
OF LADING for all the principal ports in  
South Africa, in connection with INDO-  
CHINA STEAM NAVIGATION Co.'s fortnightly  
service hence to CALCUTTA. Sailings from  
CALCUTTA for Cape Ports every fortnight.

For Freight and further particulars,  
apply to  
**DODWELL & CO., LIMITED.**  
General Agents for China and Japan.  
Hongkong, 4th August, 1897.

## INSURANCES

**GENERAL MARINE INSURANCE  
COMPANY, LIMITED,  
OF DRESDEN.**

THE Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT FOREIGN and  
CHINESE RISKS.

**HOTZ, JACOB & CO.,**  
Hongkong, 1st September, 1902.

**PHENIX FIRE OFFICE**  
The Undersigned are now prepared to  
GRANT POLICIES of INSURANCE  
against FIRE at Current Rates.

**DOUGLAS LARPAIK & CO.,**  
Agents for the Phoenix Fire Office.  
Hongkong, 17th August, 1897.

**THE WESTERN ASSURANCE COM-  
PANY OF TORONTO, CANADA.**  
INCORPORATED 1851.

Cash Security: ... \$25,719  
Total Losses Paid: ... \$26,769,240

THE Undersigned having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at Current Rates.

**WM. MEYERINK & CO.,**  
Hongkong, 22nd July, 1902.

**SUN INSURANCE OFFICE, LONDON**  
FOUNDED 1710.

The Undersigned having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE at  
Current Rates.

**SIEMSEN & CO.,**  
Agents.  
Hongkong, 16th May, 1892.

**NORTH GERMAN FIRE INSUR-  
ANCE COMPANY OF HAMBURG**

The Undersigned AGENTS of the above  
Company are PREPARED to ACCEPT First  
Class Foreign and Chinese Risks at Current  
Rates.

**SIEMSEN & CO.,**  
Hongkong, 29th May 1895.

**TRANSATLANTIC FIRE INSUR-  
ANCE COMPANY OF HAMBURG.**

The Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE at  
Current Rates.

**SIEMSEN & CO.,**  
Agents.  
Hongkong, 16th November, 1872.

**SALAMANDER FIRE INSURANCE  
COMPANY.**

THE Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE at  
Current Rates.

**HOTZ, JACOB & CO.,**  
Hongkong, 2nd April, 1900.

**NORTH BRITISH AND MERCAN-  
TILE INSURANCE COMPANY.**

TOTAL FUNDS at 31st DECEMBER, 1901.  
215,722,693.

I. AUTHORIZED CAPITAL... 23,000,000 0 0  
SUBSCRIBED CAPITAL... 2,750,000 0 0  
PAID-UP CAPITAL... 637,500 0 0  
II. FIRE FUNDS... 2,635,548 5 2

The Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE at  
Current Rates.

**SHEWAN, TOMES & CO.,**  
Agents.  
Hongkong, 1st July, 1902.

## AACHEN AND MUNICH FIRE IN- SURANCE CO. OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at Current Rates.

**REUTER, BROCKELMANN & CO.,**  
Agents.  
Hongkong, 21st April, 1897.

## NORTHERN ASSURANCE CO.

ESTABLISHED 1836.

THE Undersigned Agents of above Company  
are prepared to accept First-class Foreign  
and Chinese RISKS against FIRE at Current  
Rates.

**TURNER & CO.,**  
Hongkong, 14th January, 1903.

## CARTRIDGES.

**NOBEL'S SPORTING BALLISTITE.**  
Absolutely Smokeless and Water-resisting.  
THE BEST NITRO-POWDER IN THE WORLD.

PRICE OF 12-BORE CARTRIDGES:—  
Loaded with Powder and 1 oz. of Shot.  
Primrose Cases ... \$6.25  
Pegamoid Cases ... 6.85  
Ejector Brass Cases, 7.50

Apply to—  
**WM. SCHMIDT & CO.,**  
Gunmakers,  
Hongkong.

Hongkong, 3rd July, 1892.

## A CURE FOR ASTHMA!!! GRIMAULT'S INDIAN CIGARETTES

Asthmatic people who suffer from Op-  
pression in breathing, stifling sensations,  
Hoarseness, Laryngitis, Colds, with  
Whooping, Bronchitis, Catarrhal  
affections, and difficulty in Expec-  
toration, are promptly relieved by  
these Cigarettes.

**GRIMAULT & CO., Paris,** sold by all Chemists.

## GRIMAULT'S Matico Capsules

AND INJECTION

Renowned Physicians prescribe Gri-  
mault's Matico as the most active and at  
the same time the most efficacious remedy  
in the treatment of Acute and Chronic  
Discharges. The Capsules, unlike Copahu,  
have not the inconvenience of producing  
Nausea.

**MATICO INJECTION** is used in recent  
AND  
**MATICO CAPSULES** in the chronic cases  
**GRIMAULT & CO., Paris,** sold by all Chemists.

Hongkong, 1st July, 1902.

## CARTRIDGES.

IMPORTED EVERY MONTH, THERE-  
FORE ALWAYS FRESH.

**ELEY'S, SCHULTZ'S, AMBERITE  
and KYNOK'S SPORTING  
CARTRIDGES 8, 10, 12, 16, and 20 BORE,  
and NEWCASTLE CHILLED SHOT in  
all Sizes, Nos. 10 to 55SG. AIR GUNS and  
AMMUNITION in Variety.**

**WM. SCHMIDT & CO.,**  
Hongkong, 28th November, 1902.

**COX SEED CO.**  
SEED GROWERS AND NURSERYMEN  
411-415-416 SONSOM ST., California.

Vegetable Seeds, Tree  
Seeds, Flower Seeds,  
Ornamental Trees,  
Shade Trees, Fruit  
Trees, Small Trees,  
Exporters of Alfalfa,  
Clover and Grass  
Seeds and over-  
sowing for the Garden.  
CATALOGUE  
FREE ON APPLICATION

**SANTAS**

FLUID  
GIL  
CRESE FLUID  
POWDER  
EMBRACATION  
COAPS  
DISINFECTORS  
INKALERS  
LUMINATORS

COLONIES  
FRAGRANT  
NON-  
POISONOUS  
DOES NOT  
STAIN  
KILLS ALL  
DISEASE  
GERMS.  
OXYGENATES  
THE AIR.

Soluble Candles - KINGZETT'S  
Formic Formulators

"HOW TO DISINFECT" Book Free.

THE "SANTAS" CO., Ltd.,  
Rotham Green, LONDON, E.

**DISINFECTANTS**

## JAPAN COALS.

## mitsui BUSSAN KAISHA mitsui & CO.

HEAD OFFICE—43, SAKAKOTO-CHO, TOKYO.  
LONDON BRANCH—34, LINE STREET, E.C.  
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICEHOUSE STREET

OTHER BRANCHES:  
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,  
Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka,  
Nagoya, Osaka, Kobe, Kure, Shimonsaki, Moji, Wakamatsu, Karatsu, Nagasaki,  
Kuchinotsu, Sasebo, Maizuru, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenal and the State  
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail  
and Freight Steamers.

SOLE PROPRIETORS of the Famous Mitsui Tagawa, Yamano and Ida Coal Mines; and  
SOLE AGENTS



## POST OFFICE NOTICES.

Parcel Mails for Europe, &c., per s.s. *Bengal*, will close at 3 p.m., to-day.  
The *Valencia*, with the English Mail of the 30th ult., left Singapore on Sunday, the 22nd inst., at noon, and may be expected here to-morrow. This Packet brings replies to letters despatched from Hongkong on the 20th December.  
The *Hongkong Mail*, with the American Mail of the 5th inst., left Yokohama on Thursday, the 26th inst., at daylight, and may be expected here on or about Friday, the 6th March.

## MAILS WILL CLOSE.

FOR	PER	DATE
Canton	<i>Hongkong</i>	Friday, 27th, 7.30 A.M.
Singapore and Shanghai	<i>Hongkong</i>	Friday, 27th, 10.00 A.M.
Swatow, Chiofoo and Tientsin	<i>Hongkong</i>	Friday, 27th, 10.00 A.M.
Manila	<i>Hongkong</i>	Friday, 27th, 10.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	<i>Hongkong</i>	Friday, 27th, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)		
Nagasaki, Kobe and Yokohama	<i>Kumano Maru</i>	Friday, 27th, 11.00 A.M.
Manila	<i>Hongkong</i>	Friday, 27th, 1.15 P.M.
Shanghai, Tientsin, Chiofoo and Tientsin	<i>Pronto</i>	Friday, 27th, 3.00 P.M.
Manila, Thursday Island, Townsville, Brisbane, Sydney, and Melbourne	<i>Kasuga Maru</i>	Friday, 27th, 3.00 P.M.
Kumoh and Samahni	<i>Tungkong</i>	Friday, 27th, 4.00 P.M.
Canton	<i>Futshan</i>	Friday, 27th, 5.00 P.M.
Namtau	<i>Taites</i>	Friday, 27th, 5.00 P.M.
Kudat and Sandakan	<i>Sandakan</i>	Saturday, 28th, 8.00 A.M.
Singapore	<i>Wingsang</i>	Saturday, 28th, 10.00 A.M.
EUROPE, &c., India via Tuticorin		Saturday, 28th, 10.00 A.M.
(Late Letters 11.30 to 11.50 A.M. Extra Postage 10 cents)		
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)		
Manila	<i>Longnading</i>	Saturday, 28th, 1.00 P.M.
Moj, Kobe, Yokohama and Portland (Or.)	<i>Indrapura</i>	Saturday, 28th, 3.00 P.M.
Swatow, Amoy and Foochow	<i>Haitan</i>	Saturday, 28th, 5.00 P.M.
Amoy	<i>Taitan</i>	Saturday, 28th, 5.00 P.M.

## TO-DAY.

Sale, Household Furniture, Sales Rooms, Messrs. Hughes & Hough, 2.30 p.m.  
The Brough Comedy Co., Theatre Royal, 9 p.m.  
TO-MORROW.  
Sale, Embroideries, etc., Sales Rooms, Mr. Geo. P. Lamert, 11 a.m.  
Sale, Household Furniture, No. 14, Wyndham Street, Messrs. Hughes & Hough, 2.30 p.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

ON LONDON.	ON LONDON.
Telegraphic Transfer	1/6 1/2
Bank Bills, on demand	1/6 1/2
Bank Bills, at 30 days sight	1/6 1/2
Bank Bills, at 4 months sight	1/6 1/2
Credit, at 4 months sight	1/6 1/2
Documentary Bills, 4 months sight	1/6 1/2
ON PARIS.	ON PARIS.
Bank Bills, on demand	1/6 1/2
Credit, at 4 months sight	1/6 1/2
ON GERMANY.	ON GERMANY.
On demand	1/6 1/2
ON NEW YORK.	ON NEW YORK.
Bank Bills, on demand	38 1/2
Credit, 60 days sight	38 1/2
ON BOMBAY.	ON BOMBAY.
Telegraphic Transfer	117
Bank, on demand	117 1/2
ON CALCUTTA.	ON CALCUTTA.
Telegraphic Transfer	117
Bank, on demand	117 1/2
ON SHANGHAI.	ON SHANGHAI.
Bank, at sight	73
Private, 30 days sight	73 1/2
ON YOKOHAMA.	ON YOKOHAMA.
On demand	77 1/2
ON MANILA.	ON MANILA.
On demand	Par.
ON SINGAPORE.	ON SINGAPORE.
On demand	1 1/2 p.c. pm.
ON HATYIA.	ON HATYIA.
On demand	84 1/2
ON HAIPHONG.	ON HAIPHONG.
On demand	2 p.c. pm.
ON SAIGON.	ON SAIGON.
On demand	1 1/2 p.c. pm.
ON HANGKOK.	ON HANGKOK.
On demand	67
Covered, Bank's Buying Rate	\$12.62
(10 LEAF, 100 fine, per ton)	\$66.60
1/2 SILVER, per oz.	2 1/2

## OPIUM.

Quotations are—	26th February.
Malwa New	\$980 to — per picul
Malwa Old	\$1 30 to \$1060
Malwa Older	\$1070 to \$1100
Malwa Y. Old	\$1110 to \$1130
Persian fine quality	\$750 to —
Persian extra fine	to —
Patus New	\$1051 to — per chest.
Patus Old	to —
Benzene New	\$1027 1/2 to —
Benzene Old	to —

## VESSELS EXPECTED.

THE ENGLISH MAIL.  
The P. & O. steamer *Valencia* left Singapore for this port on the 22nd inst., at noon, and is due here to-morrow, at about 6 a.m.  
THE INDIAN MAIL.  
The Indo-China steamer *Suisang*, from Calcutta and the Straits, left Singapore for this port on the 22nd inst., at daylight.  
THE AMERICAN MAIL.  
The T.K.K. steamer *Hongkong Maru* left Yokohama for this port, via Inland Sea, &c., on the 26th inst., a.m.  
The O. & O. steamer *Doris* left San Francisco for this port via Honolulu, &c., on the 21st inst.  
THE GERMAN MAIL.  
The Imperial German mail steamer *Preussen* left Kobe via Nagasaki and Shanghai on the 22nd inst., a.m., and may be expected here on the 3rd prox.  
The Imperial German mail steamer *Prinz Heinrich* left Colombo on the 22nd inst., a.m., and may be expected here on the 5th prox.  
THE CANADIAN MAIL.  
The C.P.R. steamer *Empress of China* left Vancouver on the 24th inst., p.m., for this port.  
MECHANICAL STEAMERS.  
The P. & O. steamer *Manana* left Singapore for this port on the 10th inst., at 8 a.m.  
The steamer *Gregor Agor*, from Hamburg, left Singapore for this port on the 28th inst., p.m.  
The O.S.S. steamer *Kintuck* left Singapore on the 21st inst.  
The "Glen" Line steamer *Glenlyne* left Shanghai on the 24th inst., a.m., and is due here to-day.  
The "Glen" Line steamer *Glenlyne* left Singapore on the 22nd inst., and is due here to-morrow.  
The N.Y.K. steamer *Ashikita Maru* (Bomby Line) left Shanghai for this port on the 1st prox., p.m., and is expected here on the 1st prox.  
The N.D.L. steamer *Frederick*, from Hamburg, left Singapore on the 25th inst., a.m., and may be expected here on the 3rd prox.  
The O. & O. steamer *Gastie* left Nagasaki for Manila on the 26th inst., at 4 p.m., and is due at Manila on the 28th inst., at 7 a.m.

## JOINT STOCK SHARES.

COMPANY.	PAID UP.	QUOTATIONS.
Hongkong & Shanghai	\$125	\$697 1/2, sales & buy. L/don 263.
Natl. Bank of China	28	\$22 1/2, buyers
H. Shares	28	\$22 1/2, buyers
Poon's Shares	28	\$22 1/2, buyers
Bell's Asbestos E. A.	28	\$22 1/2, buyers
Campbell, Moore & Co.	28	\$22 1/2, buyers
China-Borneo Co., Ltd.	28	\$22 1/2, buyers
China Light and	28	\$22 1/2, buyers
Towson & Co., Ltd.	28	\$22 1/2, buyers
China Prov. & M.	28	\$22 1/2, buyers
China Sugar	28	\$22 1/2, buyers
Cigar Companies—	28	\$22 1/2, buyers
Alumina, Ltd.	28	\$22 1/2, buyers
Phillips Tobacco	28	\$22 1/2, buyers
Trust Co., Ltd.	28	\$22 1/2, buyers
Cotton Mills—	28	\$22 1/2, buyers
International	28	\$22 1/2, buyers
Laon Kung Mow	28	\$22 1/2, buyers
Soyabean	28	\$22 1/2, buyers
Hongkong	28	\$22 1/2, buyers
Dairy Farm	28	\$22 1/2, buyers
Greenland & Co., Geo.	28	\$22 1/2, buyers
Greenland Cement	28	\$22 1/2, buyers
H. & C. Bakery	28	\$22 1/2, buyers
Hongkong & C. Gas	28	\$22 1/2, buyers
Hongkong Electric	28	\$22 1/2, buyers
H. H. L. Tramways	28	\$22 1/2, buyers
St. Steam Water	28	\$22 1/2, buyers
boat Co., Ltd.	28	\$22 1/2, buyers
Hongkong Hotel	28	\$22 1/2, buyers
H. & K. Hart & S.	28	\$22 1/2, buyers
Hongkong Kopo	28	\$22 1/2, buyers
H. & W. Dock	28	\$22 1/2, buyers
Insurance—	28	\$22 1/2, buyers
Canton	28	\$22 1/2, buyers
China Fire	28	\$22 1/2, buyers
China Insurance	28	\$22 1/2, buyers
Hongkong Fire	28	\$22 1/2, buyers
North China	28	\$22 1/2, buyers
Strait	28	\$22 1/2, buyers
Union	28	\$22 1/2, buyers
Yong	28	\$22 1/2, buyers
Land and Building—	28	\$22 1/2, buyers
Hongkong Land Inv.	28	\$22 1/2, buyers
Hampden Estate	28	\$22 1/2, buyers
Kowloon Land & B.	28	\$22 1/2, buyers
West Point Building	28	\$22 1/2, buyers
Luzon Sugar	28	\$22 1/2, buyers
Manila Invest. Co. Ltd.	28	\$22 1/2, buyers
Mining—	28	\$22 1/2, buyers
Charbonnages	28	\$22 1/2, buyers
Jubela	28	\$22 1/2, buyers
Kangon	28	\$22 1/2, buyers
Do. Preference	28	\$22 1/2, buyers
Rails	28	\$22 1/2, buyers
New Amoy Dock	28	\$22 1/2, buyers
Monte Hotel, Manila	28	\$22 1/2, buyers
Lovell, Ltd.	28	\$22 1/2, buyers
Robinson Piano Co., Ltd.	28	\$22 1/2, buyers
Teaspoon Coy., Ltd.	28	\$22 1/2, buyers
China and Manila	28	\$22 1/2, buyers
Douglas Steamship	28	\$22 1/2, buyers
H. Canton and M.	28	\$22 1/2, buyers
Indo-China S. N.	28	\$22 1/2, buyers
Shell Transport and	28	\$22 1/2, buyers
Trading Co.	28	\$22 1/2, buyers
Star Ferry	28	\$22 1/2, buyers
Tehran Planting Co.	28	\$22 1/2, buyers
United Asbestos	28	\$22 1/2, buyers
Do.	28	\$22 1/2, buyers
Universal Trading	28	\$22 1/2, buyers
Co., Ltd.	28	\$22 1/2, buyers
Watkins, Ltd.	28	\$22 1/2, buyers
Watson & Co., A. S.	28	\$22 1/2, buyers

## VERNON &amp; SMYTH, Brokers.

## NOTICE.

H. WEISMANN, Proprietor of the European Bakery, begs to notify his Hongkong Customers and the public in general that he will OPEN on 1st MARCH, or as soon after as possible, a DEPOT in connection with his Bakery, at No. 13, WELLINGTON STREET (next door to Ramsey & Co., bicycle shop, D'Aguilar St.), to enable his customers to more easily obtain their Bread and Cakes, &c.  
This Depot will be fitted up as a Refreshment Room, and Tea, Coffee, Chocolate, Mineral Water, Ice Creams, Cakes, &c., will be always ready.  
Mr. WEISMANN has had experience in the Pastry Cook and Refreshment business in Australia and America as well as in Europe, and thoroughly understands the requirements of the business.  
H. WEISMANN.  
Hongkong, 14th February, 1903. 1537

## NOTICE.

THE ANNUAL DEVONIAN DINNER will be held at the HONGKONG CLUB on SATURDAY, 14th MARCH, at 8 o'clock p.m.  
Any Devonians wishing to attend are requested to communicate with the undersigned.  
MURRAY S. NORTHGATE,  
Hon. Secretary.  
Hongkong, 21st February, 1903. 1537

## NOTICES TO CONSIGNEES

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

STEAMSHIP "INDRAPURA," FROM PORTLAND (OR.) YOKOHAMA, KOBE, MOJI AND NAGASAKI.  
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter signature and to take immediate delivery of their Goods from alongside.  
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees risk and expense.  
No Fire Insurance will be effected by us in any case whatever.  
ALLAN CAMERON,  
General Agent.  
Hongkong, 21st February, 1903. 14

## OCEAN STEAMSHIP COMPANY, LIMITED.

## CONSIGNEES per Company's Steamer

"NESTOR"  
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 21st instant.  
Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.  
Goods undelivered after the 23rd instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 25th instant.  
No Fire Insurance has been effected.  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 20th February, 1903. 10

## NOTICES TO CONSIGNEES

## "INDRA" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

FROM NEW YORK, VIA SUEZ CANAL  
The Company's Steamship

## "INDRAMAYO"

Having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.  
Goods not cleared by the 3rd March, at 10 A.M., will be subject to rent.  
No Fire Insurance will be effected by us in any case whatever.  
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.  
JARDINE, MATHESON & CO.,  
Agents.  
Hongkong, 25th February, 1903. 650

## FROM HAMBURG, PENANG AND SINGAPORE.

## THE H.A.L. Steamship

## "ANDALUSIA."

Captain von Dühren, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter signature by the Undersigned and to take immediate delivery of their Goods from alongside.  
Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY, 21st inst.  
Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject to rent.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst., at 3 P.M.  
No Fire Insurance has been effected.  
HAMBURG-AMERIKA LINIE,  
Hongkong Office.  
Hongkong, 21st February, 1903. 609

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamer

## "CANADA."

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.  
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.  
Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY, 24th inst.  
Goods not cleared by the 2nd prox., at 4 P.M., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.  
E. A. HEWETT,  
Superintendent.  
Hongkong, 24th February, 1903. 1

## IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD.

## HAMBURG-AMERIKA LINIE.

## NOTICE TO CONSIGNEES.

## THE Steamship

## "HAMBURG."

OF THE HAMBURG-AMERIKA LINIE, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.  
Optional Cargo will be forwarded unless notice to the contrary be given before 10 A.M. TO-MORROW, the 21st inst.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 27th February will be subject to rent.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Thursday, the 26th February, at 9.30 A.M., and Monday, the 2nd March, at 9.30 A.M.  
All Claims must reach us before the 5th March, or they will not be recognised.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by the Undersigned.  
NORDDEUTSCHER LLOYD,  
MELCHERS & CO.,  
Agents.  
Hongkong, 20th February, 1903. 5

## STEAMSHIP "ERNEST SIMONS."

## COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from London and Havre, ex s.s. *Adour*, and from Bordeaux, ex s.s. *Ville de Rochefort*, in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.  
Optional Cargo will be forwarded on unless intimation is received from the Consignees before 2 P.M. to-day, the 23rd inst., requesting it to be landed here.  
Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after Monday, the 2nd March, at Noon, will be subject to rent and landing charges.  
All claims must be sent in to me on or before the 2nd March, or they will not be recognised.  
All damaged packages will be examined on Monday, the 2nd March, at 3 P.M.  
No Fire Insurance has been effected.  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, 23rd February, 1903. 2

## TO LET

## TO LET.

FURNISHED HOUSE on ROBINSON ROAD, near Glenelg. FOUR ROOMS. SEVERAL NEWLY BUILT HOUSES, MORRISON HILL GAP.  
No. 6, EEDNAXELA TERRACE.  
And others to suit various requirements.  
The undersigned will be glad to undertake the letting of houses for owners of property.  
S. A. SETH,  
Care of the Dairy Farm Co., Ltd.  
Hongkong, 18th February, 1903. 561

## TO LET.

TWO SPACIOUS GODOWNS—Nos. 95 and 96, PRAYA EAST.  
Apply to—  
H. N. MODY,  
Victoria Building.  
Hongkong, 2nd December, 1902. 82

## TO LET.

NOS. 10, 12 and 14, LEIGHTON HILL ROAD.  
For Particulars, please apply to  
MR. LI PAK,  
Care of Comptroller,  
NIPPON YUSEN KAISHA,  
1st Floor No. 1, Prince's Buildings, Chater Rd.  
Hongkong, 5th December, 1902. 183

## TO LET.

HOUSES at Nos. 2, 3 and 4, CHICO TERRACE, off Upper Peel Street.  
Each house with Five Rooms and good Servants' Quarters. Rent Moderate.  
Apply—  
COMPTROLLER,  
Hongkong and Shanghai Banking Corporation.  
Hongkong, 31st January, 1903. 387

## TO LET.

NOS. 2, BALL'S COURT, BONHAM ROAD.  
Nos. 5, 6, 11, 18 and 20, BELILIOS TERRACE.  
For Particulars, apply to—  
TURNER & CO.  
Hongkong, 9th February, 1903. 473

## TO LET OR FOR SALE.

From 1st May, 1903.  
"CLAVADEL," at PEAK, with TENNIS COURT.  
Apply to—  
Linstead & Davis.  
Hongkong, 20th January, 1903. 306

## TO LET.

NOS. 1, STEWART TERRACE, the PEAK.  
Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.  
Hongkong, 4th February, 1903. 416

## TO LET.

GODOWNS, paved with granite, at Wanchoi. Suitable for storage of Coal or any other dry Merchandise. With Fire.  
Apply to—  
HASON LEE,  
255, Queen's Road.  
Hongkong, 9th December, 1902. 84

## TO LET OR FOR SALE.

POSSESSION 1st MARCH.  
"THE CHALET," A FIVE-ROOMED HOUSE, at the Peak.  
Apply to—  
C. W. RICHARDS.  
Hongkong, 24th January, 1903. 34

## TO LET.

SECOND FLOOR, suitable for Office, No. 35, QUEEN'S ROAD CENTRAL.  
Apply to—  
WING CHEONG.  
Hongkong, 7th January, 1903. 184

## TO LET.

"ERNEST," UPPER RICHMOND ROAD.  
Apply to—  
DEACON & HASTINGS,  
10, Queen's Road.  
Hongkong, 30th October, 1902. 76

## TO LET.

"THE RETREAT," MOUNT KELLY.  
FLATS in MORETON TERRACE, CAUSEWAY BAY, facing the Polo Ground.  
No. 1, RIFON TERRACE.  
GODOWNS at BOWLINGTON (PRAYA EAST).  
HOUSES in LEIGHTON HILL ROAD.  
Apply to—  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.  
Hongkong, 1st January, 1903. 71

## TO LET.

SPACIOUS NEW HOUSES and FLATS, Connaught Road, Des Vaux Road and Pottinger Street. Close to Blake Pier. Specially suitable for Offices, Stores, &c. Rents very moderate.  
Apply to—  
S. A. SETH,  
Dairy Farm Co.,  
or  
KWONG SUN TAI,  
34, Wing Lok Street  
Hongkong, 27th November, 1902. 180

## TO LET.

NOS. 2, MACDONNELL ROAD.  
No. 12, CASTLE ROAD.  
No. 40, CAINE ROAD.  
Nos. 7 and 11, SEYMOUR ROAD.  
1st Floor of No. 49, PELL STREET.  
GODOWN No. 32A, PRAYA EAST.  
Apply to—  
COMPTROLLER'S DEPARTMENT,  
NIPPON YUSEN KAISHA.  
Hongkong, 21st February, 1903. 588

## PEERLESS SCOTS WHISKIES.

## HAIG &amp; HAIG, LD., DISTILLERS SINCE 1679.

3 Star, SPECIAL—The finest of all "Pog" WHISKIES at ... \$13.00  
5 Star, LEQUEUR—Exquisite, best in the World for Club or Private use at ... \$19.00  
Stopdrinking rank, Smoky Stuff, because "it comes through the SOLE."  
Try HAIG & HAIG'S WHISKIES; pure, mellow, matured, non-smoky, delicate flavoured once tried, preferred to